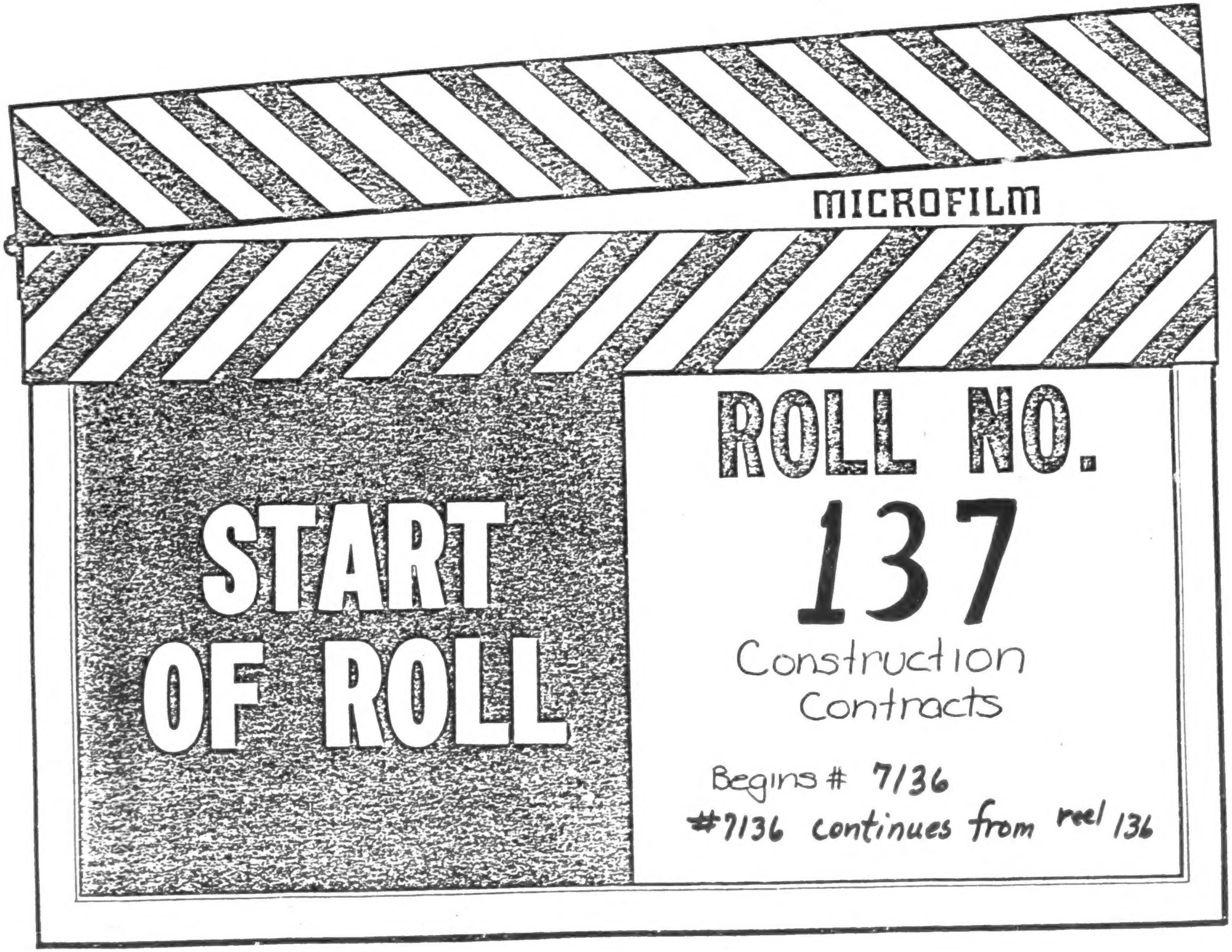


START OF ROLL

ROLL NO. 137

Construction Contracts

Begins # 7136
#7136 continues from reel 136

324-1719 Hubbard (3rd St.) Sec., city 1968
street. (Grading & Paving)
#7136

C&A 3509

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Cement Treated Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: 3rd STREET
HIGHWAY: City of Hubbard
COUNTY: Marion

900 Present ADT (1967)
8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.7	85	68	450	30,600
3	22	1.7	37	30	1000	37,000
4	0				1250	
5	0				3180	
6	0				2570	
				98	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 67,600
TWENTY YEAR EWL 1,352,000
TRAFFIC COEFFICIENT 7.0

SECTION: 3rd STREET

HIGHWAY: City of Hubbard

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (3 block) project. See Items 6 & 12.

RECEIVED
FEB 5 - 1968

324-1719
7136

1-30 68

Prefix No. 324-1427

LOCATION PROSPECTUS
HUBBARD (THIRD STREET) SECTION
CITY STREET - MARION COUNTY

HIGHWAY: Third Street from "G" Street to "J" Street, city of Hubbard. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Third Street and "G" Street. The southerly terminus is at the intersection of Third Street and "J" Street.

LENGTH: 0.15 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for street reconstruction on existing alignment. Reconnaissance is not necessary. The existing drainage is inadequate and will require storm sewer installation. Soils investigations have been conducted. Existing pavement will be removed. The existing sidewalk on the westerly side of the street will be maintained.

TYPICAL SECTION: Forty-foot curb-to-curb street section.

BASE DESIGN: The tentative base design for construction is:

	Existing	New Work
Paving	2" - 6" A.C.	3 " A.C.
Top Course Base	None	2 " Level
Bottom Course Base	2"	8-1/2" Crushed Base
Sand Blanket	None	6 "
Total	4" - 6"	19-1/2"

NOTED BY
TOM EDWARDS

MATERIALS: Adequate quantities of material are available from commercial sources.

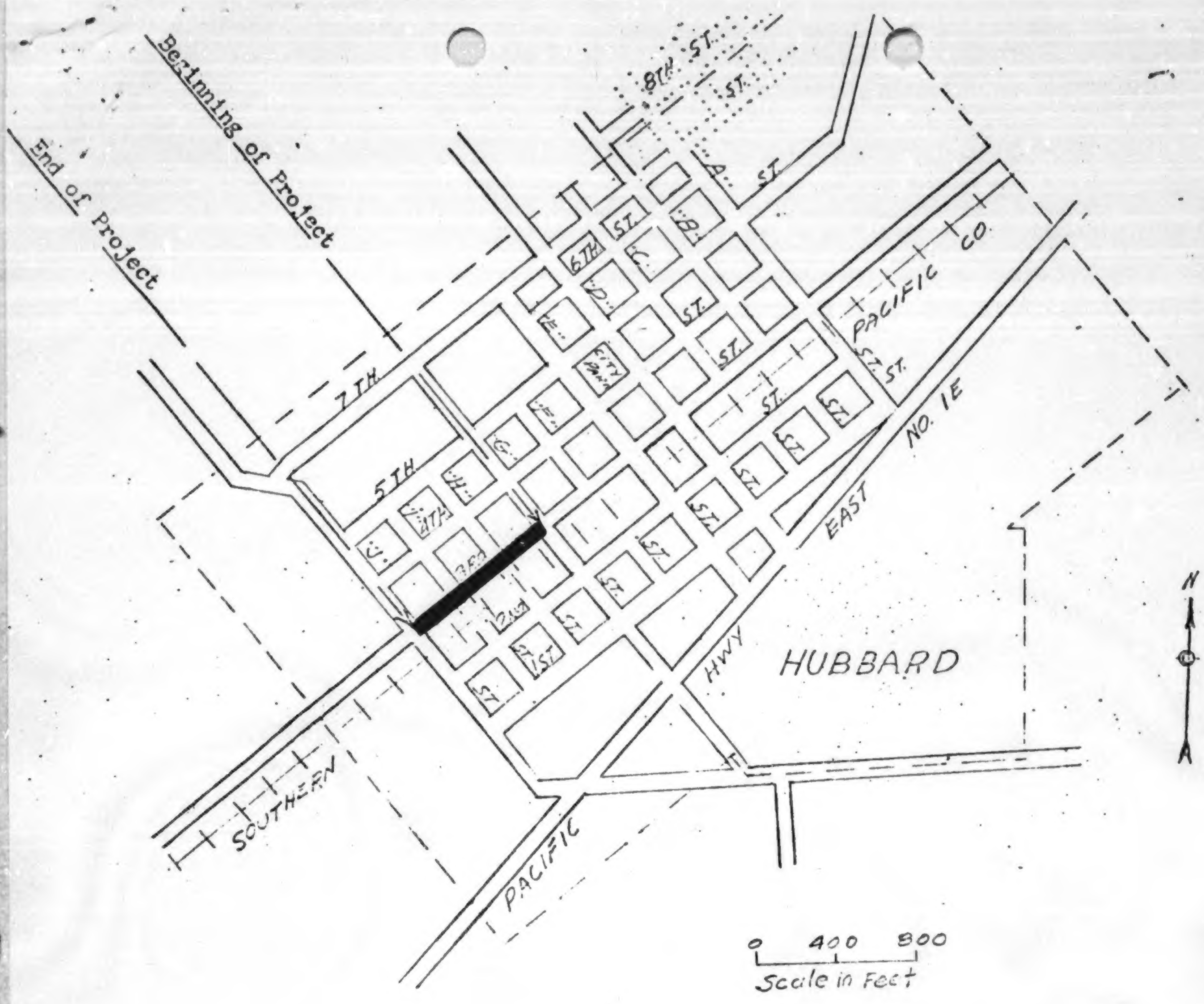
ADDITIONAL FACILITIES: None.

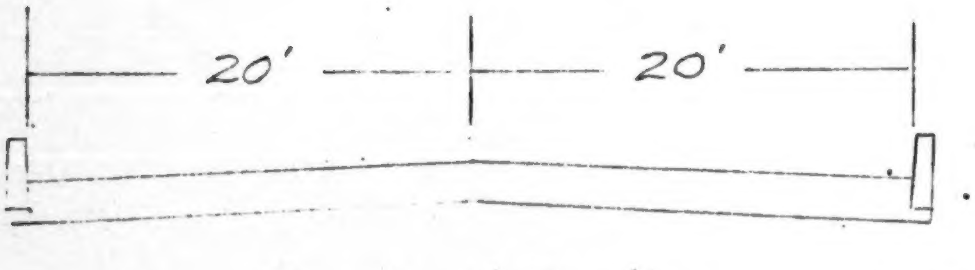
AGREEMENTS: Routine negotiations for a Special City Allotment project.

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

January 30, 1968
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young


Beginning of Project
End of Project
8TH ST.
ST.
A. ST.
6TH ST.
B.
C.
D.
E.
CITY PARK
ST.
ST.
F.
G.
H.
I.
J.
7TH
5TH
4TH
3RD
2ND
1ST ST.
ST.
ST.
ST.
ST.
ST.
ST.
ST.
PACIFIC CO.
ST. ST.
EAST NO. 1E
HWY
HUBBARD
SOUTHERN
PACIFIC
N
0 400 800
Scale in Feet



Typical Section

Prospectus Map
Third Street Section
City of Hubbard
Marion County
1968
Arthur Duffy Res. Engr.

SCA

CITY OF HUBBARD
HUBBARD, OREGON 97032
PHONE 981-9633

NOTED
H. S. COX

Jan. 16,1968

Dear Mr. Unrein,

I am enclosing the three copies of the paving agreement to be revised along the lines suggested. The Council at its regular meeting last Thursday agreed to the curbing on both sides ofthe street, removal of the trees by the city and centering the street properly. I believe that covers the suggested changes, does it not ?

Very truly yours,
Cyril K. McNary
Cyril K. McNary
Recorder

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JAN 17 1968
ENGINEER
COUNTY & CITY DIVISION

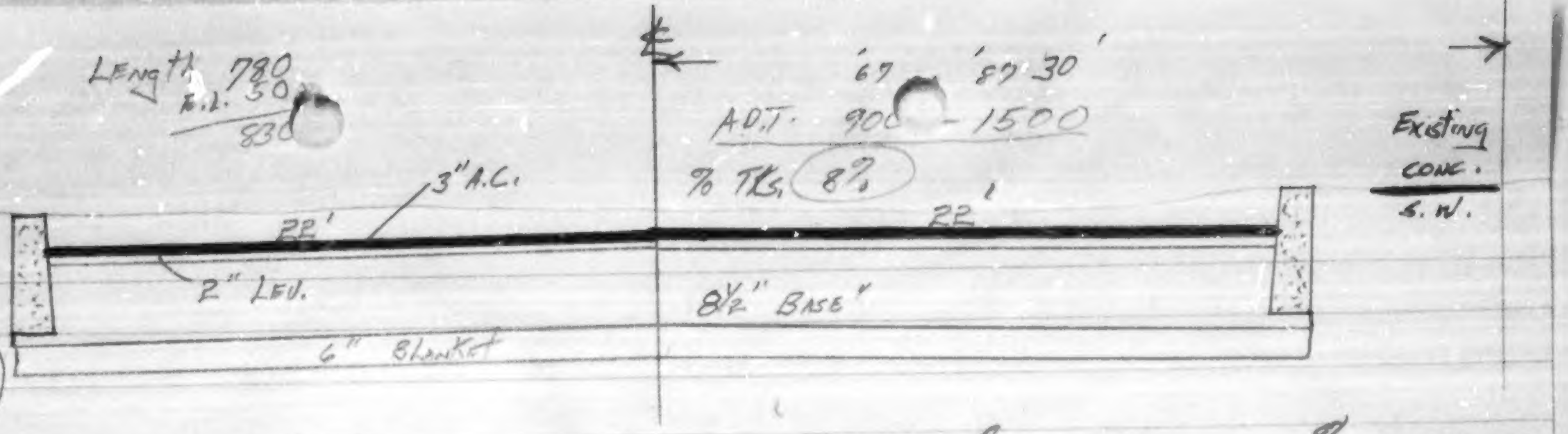
copies to: R.D. Asburry
Art Duffy

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Hubbard
3rd. St.
40' c-c
1-8-68
M.

City to CLEAR TREES


Length 780
E.I. 50
830
℄
'67 '87 30'
A.D.T. 900 - 1500
% TKS. 8%
Existing conc. s.w.
3" A.C.
22'
22'
2" Lev.
8½" Base
6" Blanket

GEN. EXC.	= $\frac{2.2 \times 42.0 \times 830 \times 1.1}{27}$	= 3,130	c.y. @	$1.25 =	$ 3,912.50
TR. EXC.	= $\frac{3.0 \times 2.0 \times 430}{27}$	= 100	c.y @	$3.50 =	$ 350.00
8½" BASE	= $\frac{.71 \times 40.5 \times 830 \times 1.43}{27}$	= 1,265	c.y @	$3.50 =	$ 4,427.50
6" SAND BLANKET	= $\frac{.5 \times 41.0 \times 830 \times 1.4}{27}$	= 885	c.y @	$2.75 =	$ 2,433.75
2" LEV.	= $\frac{.17 \times 40 \times 830 \times 1.43}{27}$ =	300	c.y @	$3.75 =	$ 1,125.00
3" A.C.	= 80.3 × 8.3	670	TON @	$9.00 =	$ 6,030.00
Curbs	= .031 × 1600' =	50	c.y. @	$45.00 =	$ 2,250.00
WATER =	.0275 × (2450) =	70	M-GAL @	$3.50 =	$ 245.00
Binder =	$4,000 × .15 =				$ 600.00
12" pipe	= 430'			@ $3.75 =	$ 1,612.50
Inlets	= 7			@ $125 =	$ 875.00

TOTAL. $23,861.25
20% E & C 4,772.25
$28,633.50
City Share P.E. 190.35
$28,823.85
OR
$29,000

SURVEY Est. $1500

$\frac{3,633.50}{28,633.50} \times 1500 = \$\ 190.35$

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 15, 1967

To:
Mr. Arthur Duffy
Resident Engineer
Department

SUBJECT: 1968 Special City Allotment Program
3rd Street ("G" to "J" Sts.) Hubbard
City Street Project

NOTED

Attached please find copy of pertinent data pertaining to the subject project, which is an approved 1968 City Street Project.

Will you please prepare and submit an Authority for Survey, Location Prospectus, sketch map, etc., covering this project and plan on proceeding with this work as soon as your workload will permit.

R. D. Asburry
Division Engineer

RDA:am
cc F. D. Morgan
H. S. Cox

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DEC 18 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

December 13, 1967

Mr. Cyril K. McNary
City Recorder
City Hall
Hubbard, Oregon 97032

Dear Mr. McNary:

On December 12 the State Highway Commission approved the City's request for a Special City Allotment project on Third Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HC:sr

Att:

cc: R. D. Asburry

NOTED
RICHARD UNREIN

SCA

City of Hubbard
Hubbard, Oregon

NOTED
H. S. COX

Aug.28,1967

Mr. H.S.Cox
County and City Engineer
Salem, Oregon

Dear Sir:

In reply to your letter of Aug. 16th in regard to paving 3rd street the following action was taken by the council at a Special Council meeting held Aug. 24, 1967 :

> "The City Recorder was authorized and directed to advise the Oregon State Highway Commission that the City of Hubbard agreed to payments of the costs of improvements of 3rd Street from G Street to J Street in excess of $25,000.00 as set out in the commission's letter dated Aug. 16,1967."

ok

Yours truly,
Cyril K. McNary
Recorder

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COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

1953 - 1,033

S.C.A. INVESTIGATION DATA

City of HUBBARD Date JUNE 30, 1967 Division II
Street (s) 3rd St. East
"G" St. to "J" St.
No. previous projects 1
Last project 1953 (year)
Total SCA Funds to date $ 4,056

EXISTING

Surface now in place: A.C. X Oil X Gravel – Concrete –
Surface width: 21 ± feet, Shoulder-shoulder width: 21 ± feet
C-C width: 30 part feet, Right-of-way width: 60' feet

Remarks: Existing surface shows signs of excessive wear & distress. Large volume of traffic generated by Co. Rd. which extends to Woodburn. Met with Councilman Ray Mortensen & City St. man. Said to limit project to "G"-"J" St. area. good project.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 36' feet Shoulder width: 4p (E) feet C-C width: 20' (W) feet
Thickness of: A.C. 3" inches, Leveling 2 inches, Base 12 inches
Length: 800 feet, .15 mile. Type curb: "C" (8½) + 6" Blank

Remarks: Construct curb 20' from ℄ on west side. Construct 4' paved shldr. on east side. Save trees on east side. Const. curb to match existing sidewalks.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 500.00
General Excavation	c.y.	3,200	1.25	4000.00
Drainage Excavation	c.y.	90	3.50	315.00
12" Culvert Pipe	lin. ft.	480	3.75	1,800.00
12" Base Material (1-1/2-0)	c.y.	1,800	3.50	6,300.00
2" Level Material (3/4-0)	c.y.	300	3.75	1,125.00
3 Asphalt	ton	650	9.00	5,850.00
Inlets Type "G"	ea.	5	125.00	625.00
Manholes	ea.	—	—	—
Concrete Curbs 800'	c.y.	25	45.00	1,125.00
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	60	3.50	210.00
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other Binder	ALL	ALL	L.S.	$ 600.00

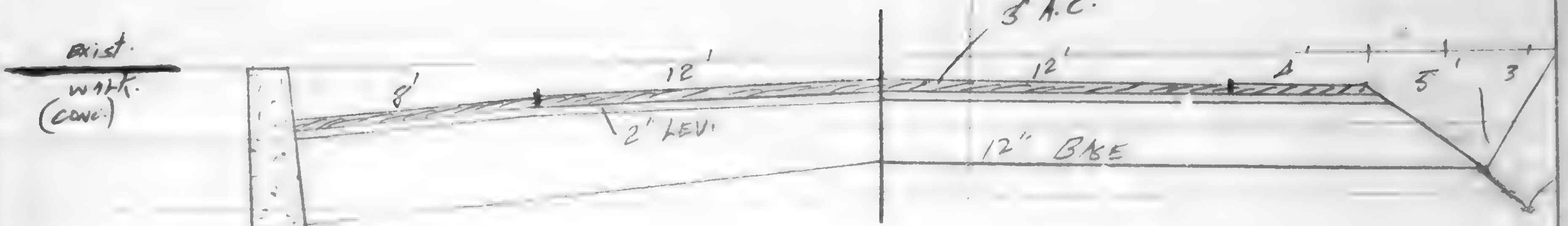
* Items include 10% allowance.

Total	$ 22,450.00
Engineering & Contingencies (20%)	4,490.00
TOTAL	$ 26,940.00
City's Estimated Share of Survey	108.02
TOTAL ESTIMATED COST	$ 27,048.02

27,000

3
2
12
24

Hubbard
3rd. st.
6-30-67
RL.


exist.
walk
(conc.)
8'
12'
2" LEV.
3" A.C.
12'
4
5'
3
12" BASE

GEN EXC. = $\frac{2.0 \times 44.0 \times 900 \times 1.1}{27}$ = 3,230 c.y.

TR. EXC. = $\frac{2.5 \times 2.0 \times 480}{27}$ = 90 c.y.

12" BASE = $\frac{1.0 \times 38 \times 900 \times 1.43}{27}$ = 1,810 c.y.

2" LEV. = $\frac{.17 \times 36.5 \times 900 \times 1.43}{27}$ = 295 c.y.

3" A.C. = 72.2 × 9 = 650 TON

Curbs = .031 × 800' = 24.8 c.y.

Water = $.027^{5} \times (2,105)$ = $ 58 M-GAL.

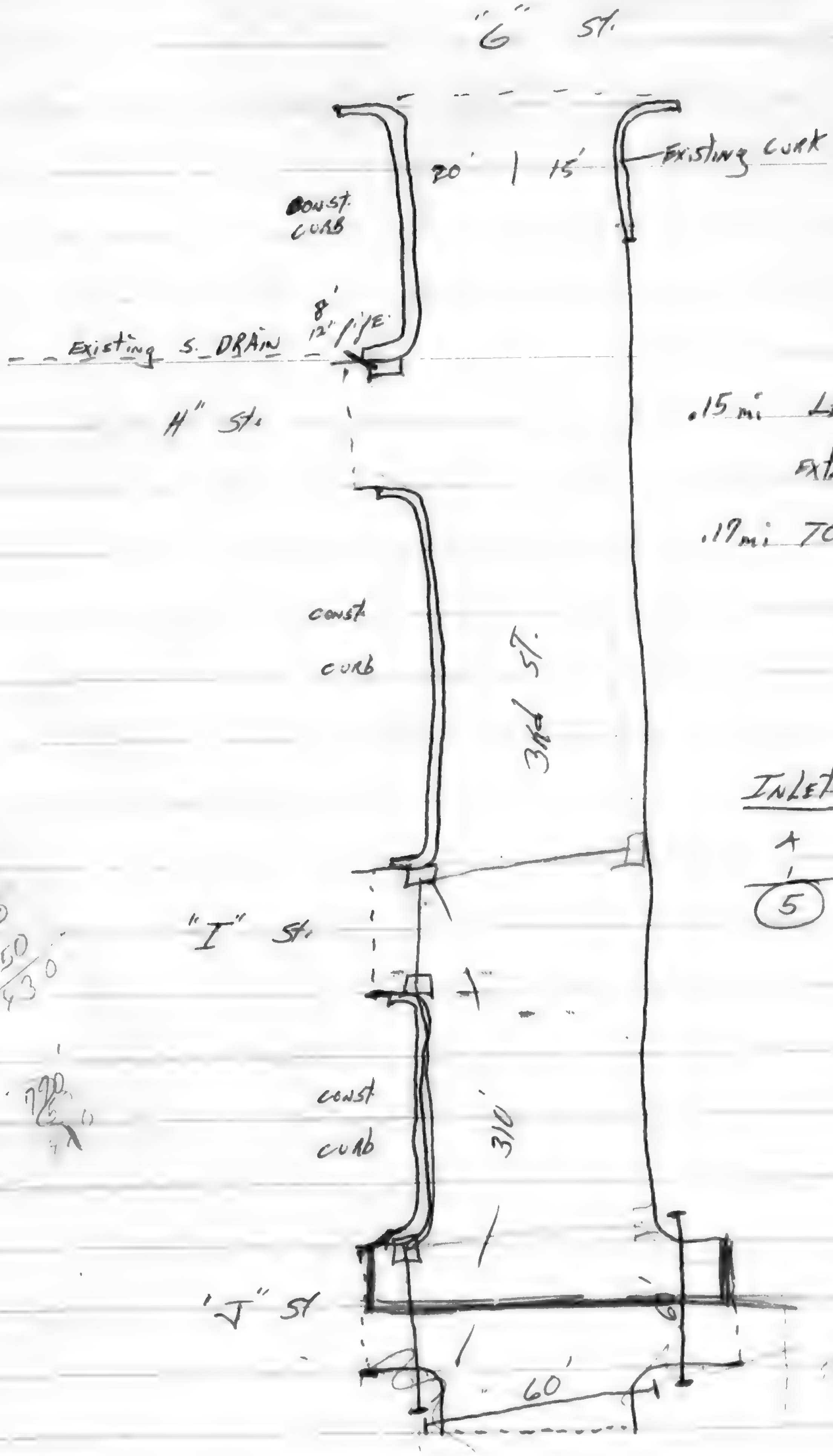
Binder = 3,600 × .17 = $ 610

Survey Est. = $1500

$\frac{1,940}{26,910} \times \$1500 = \$108.02$

HUBBARD
3rd St.
6-30-67 Al.

N ↑



"G" St.
20'
15'
Existing curb
CONST. CURB
8'
12" pipe
Existing S. DRAIN
H" St.
const curb
3rd St.
"I" St.
const curb
310'
"J" St
60'

.15 mi Length = 818'
Extra Length = 80
.17 mi TOTAL 898'

INLETS
4
1
⑤

12" pipe
128'
310
438
+44
482
(480)

818
380
-780
Extr. L. + 50
430

818
30
8788

790

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JUN 15 1967
ENGINEER
& CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Hubbard

Date June 14, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name 3rd Street (A to J, a distance of 2260'
(Locate project on attached map.)

Project length
A to D 720'
D to G 865' A to J
G to J 675'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: -- feet

Remarks Curbs not requested

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: ___ feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: All 60' except D which is 80'

Are intersecting streets curbed? Yes ___ No X

Remarks G St. is curbed

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: 30 feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: - feet

Does city desire special type of curbs? Yes ___ No -

Explain:

NOTED
[illegible]

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

On west side only

Are sidewalks now in place? Yes X No ___

Present sidewalks, Length: ___ feet; Width: 4-5 feet

Distance between present sidewalks: - one feet one side only

Are sidewalks to be constructed as part of project? Yes ___ No X

Width of sidewalks to be constructed: - feet

Are sidewalks to be constructed only on one side of street? Yes ___ No -

Are sidewalks to be constructed on both sides of street? Yes ___ No -

Give: Length to be constructed and On which side of street

___ feet N. ___ S. ___ E. ___ W. ___

___ feet N. ___ S. ___ E. ___ W. ___

Should sidewalks be placed against curbs? Yes ___ No ___

Is utility strip required? Yes ___ No X; Width: ___ feet

Remarks ___

STORM SEWERS -

B to H, westerly side

Now in place? Yes X No ___

8"-10"

If yes, are they adequate for increased flow? Yes ___ No ___

Indicate depth of main lines from present surface: 9 feet

To be constructed by City? Yes ___ No ___ More to be constructed

To be constructed as part of project? Yes ___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No ___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 15 feet

Remarks New sanitary sewer system has beenb installed and city is waiting completion of treatment plant, which should be in operation by Aug. 1, 1967

SCA
TED
RD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 4 feet

Remarks ____________________

~~J, E, & A Streets 6 inch cast iron mains approx 4' deep~~

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes x No ____

Asphaltic concrete? Yes x No ____

Portland cement? Yes ____ No x

How many? 4- 6

Must driveways be Portland cement to comply with city code? Yes ____ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No x (If yes, please include copy of ordinance.)

Remarks ____________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ____ Crossing only

Electric poles? Yes x No ____

Which company? P.G.E.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ____

Which company? Pacific Northwest Bell

Railroad tracks? Yes ____ No x

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____________________

NOTED
RICHARD UNREIN

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___ } None

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks ______________________________

____

____

GENERAL INFORMATION:

Are city finances available? Yes X Limited amount No ___

When available? Date ______________________________

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______________________________

____

____

General remarks: ______________________________

____

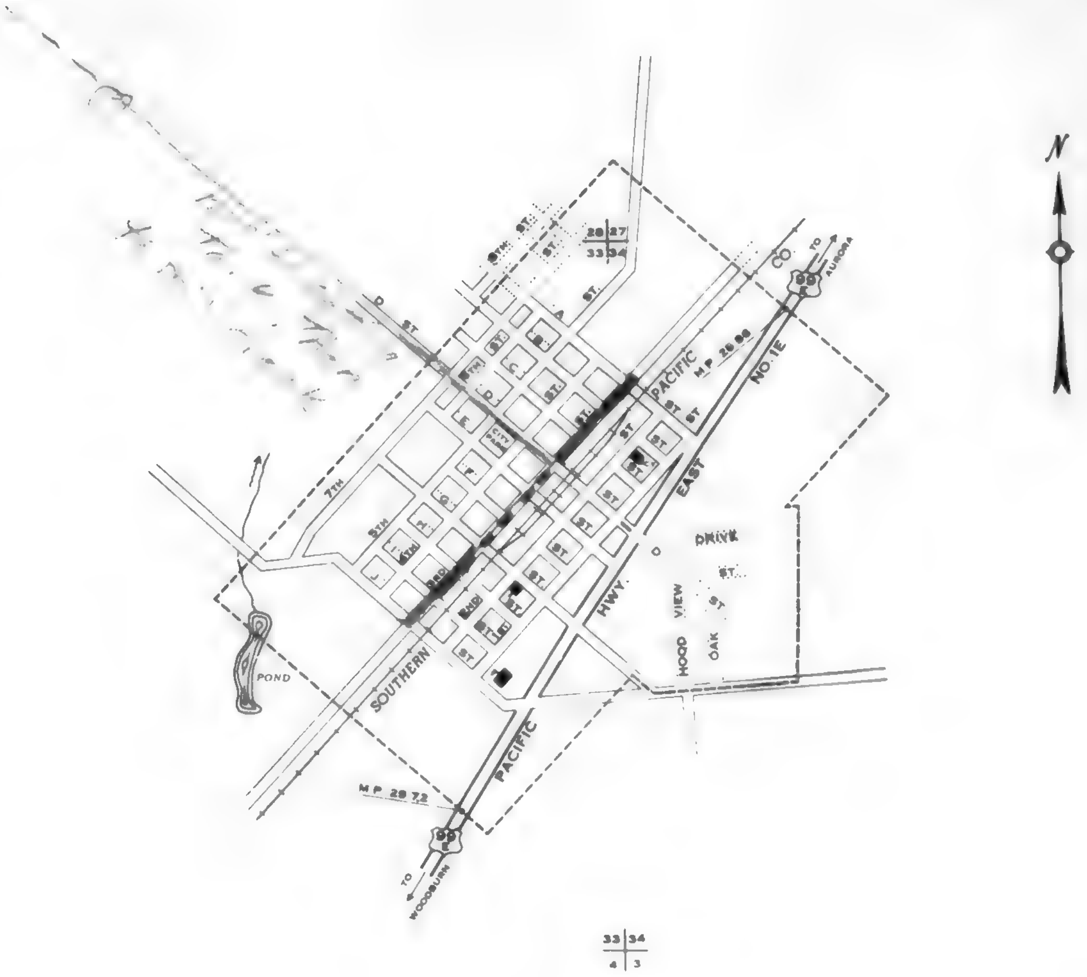
____

By Harlan L Rehm
Mayor

By Cyril K McNary
City Recorder or City Manager

By ______________________________
City Engineer

NOTED
RICHARD UNREIN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VIEW
OAK
HOOD
POND
SOUTHERN
PACIFIC
M.P. 28.72
99E
TO WOODBURN
33 34
4 3

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE 00

LEGEND

■ Post Office
● Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
School
■ R R Depot
Street open for travel
Street dedicated but not open
City Limits

HUBBARD

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 679

Scale in Feet
400 0 400 800

Revised July, 1964

RECEIVED
JUN 15 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

3-23-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Hubbard is an incorporated city of the State of Oregon and has a population of 779 as given by the latest official census; and

WHEREAS, the following streets of said city, Hubbard

Third St. from A St. to J St.

RECEIVED
MAR 27 1967
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
DON HARWELL

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Hubbard does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ray Mortensen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23. day of March, 1967.

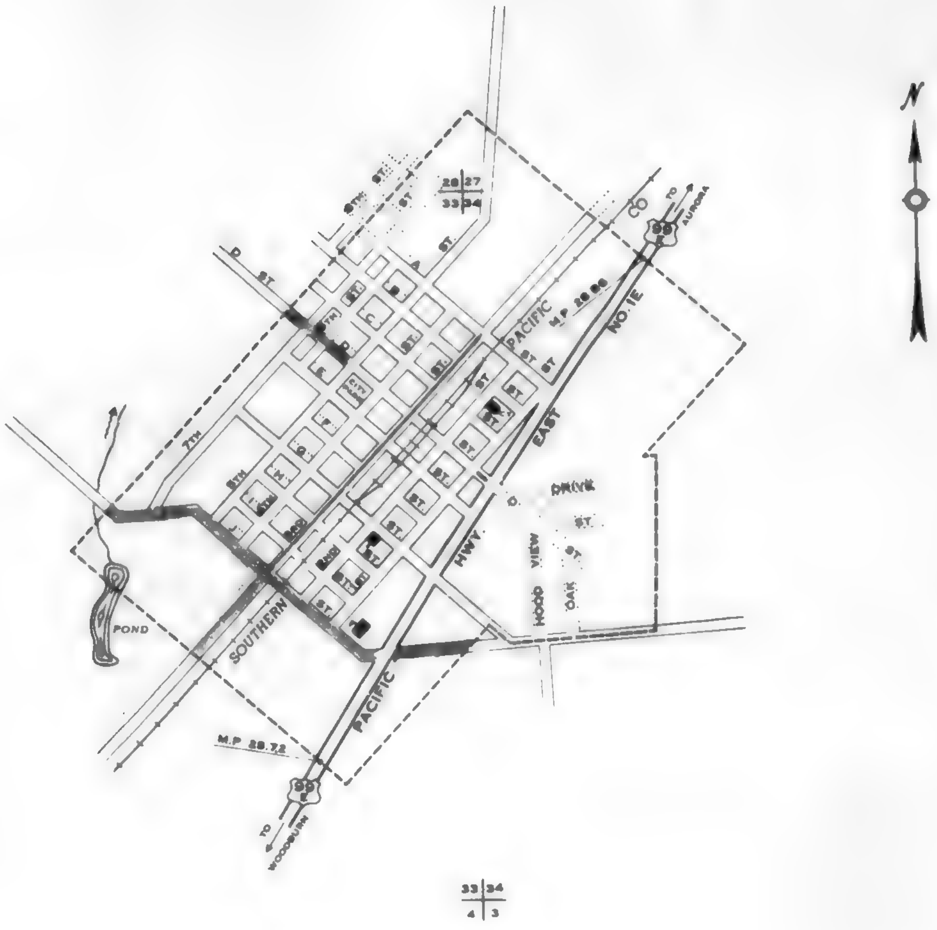
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Hubbard at a ~~regular~~ or special meeting of said Council, held on the 23rd day of March, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of March, 1967.

Cyril K McWary
City Recorder

NOTED
RICHARD UNREIN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5TH
ST.
CITY HALL
PACIFIC
ST
M.P. 28.86
NO. 1E
CO
99E
TO AURORA
EAST
HWY
DRIVE
ST.
HOOD VIEW
OAK
POND
SOUTHERN
PACIFIC
M.P. 28.72
TO WOODBURN
33 34
4 3

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

HUBBARD

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 679

Scale in Feet

Revised July, 1964

– Co [illegible] City

324-1720 Silverton (E. Main St.) Sec. 1968
City street. (Grading & Paving)
#7137

C4A 3467

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97315

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-68	CC 1156		374-1790-995

City of Silverton
City Hall
Silverton, Oregon 97381

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Jack Brown, City Manager			
Final Billing: Special City Allotment project on East Main Street, Contract 7137. Covered by agreement dated January 12, 1968.			
City's advance deposit			1,885.00
As per attached statement:			
Final cost		14,071.04	
Agreed State share		12,306.29	
Agreed City Share			1,764.75
Refund due City			120.25

ACKN

NOTED
H. S. COX

RECEIVED
DEC 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
ON HARWELL

SCA

NOTED
H.S.CO

OREGON STATE HIGHWAY DEPARTMENT Date December 11, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7137 Prefix 324-1720 Survey Prefix 324-1426

Street East Main Street

City Silverton

Payments to Contractor..(See attached voucher.)	$ 11,155.14
Engineering and Contingencies........................	2,865.90
Survey...Total: $ 1,214.56 Pro-rata Share........................	--
TOTAL.............	$ 14,021.04
Agreed State Share	12,256.29
*Agreed City Share	$ 1,764.75
City Advance Deposit	$ 1,885.00
REFUND DUE CITY.......	**$ 120.25**

Reference: Outside Billing oo-1156

*** Includes $1,764.75 for concrete curbs and driveways.**

RU:mm NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY MARION	CONTRACT NO. 7137	ESTIM
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION EAST MAIN ST SECTION SILVERTON		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY
001	TEMPORARY PROTECTION AND DIRECT OF TRAF	LUMP SUM	500.0000	
002	CLEARING AND GRUBBING	LUMP SUM	500.0000	
003	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	2.1500	
004	TRENCH EXCAVATION	CU YDS	2.2000	
005	WATERING	M-GALS	5.0000	
007	PAVEMENT REPLACEMENT	LIN FT	3.0000	
009	STONE BASE	CU YDS	3.4000	
010	CLASS B ASPHALT CONCRETE	TONS	9.0000	
011	12-INCH STEEL STORM SEWER PIPE	LIN FT	4.6000	
013	CONCRETE INLETS TYPE CG-2	ONLY	135.0000	
014	CONCRETE CURBS	CU YDS	55.0000	
015	CONCRETE DRIVEWAYS	SQ YDS	6.5000	

DATE [illegible] 8/2/68 7137	TOTAL CONTRACT IT
PREVIOUS VOUCHER NO. 4188	% RETAINED ON CONTRACT IT
CHECKED BY: CP/md	FORCE ACCO
ENGINEER OR AUDITOR Arthur Duffy	TOTAL PAYME

CONTRACT NO. 7137

ESTIMATE NO. 3 F

PREFIX NO'S. 324-1720-204 (41) 599.89 Dr.

FEDERAL AID PROJECT NO.

SECTION SILVERTON

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	500.0000	1.000	500.00	500.00	
LUMP SUM	500.0000	1.000	500.00	500.00	
CU YDS	2.1500	751.300	1,615.30	1,615.30	
CU YDS	2.2000	81.700	179.74	179.74	
M-GALS	5.0000	6.000	30.00	30.00	
LIN FT	3.0000	44.000	132.00	132.00	
CU YDS	3.4000	751.800	2,556.12	2,556.12	
TONS	9.0000	256.670	2,310.03	2,310.03	
LIN FT	4.6000	282.000	1,297.20	1,297.20	
ONLY	135.0000	2.000	270.00	270.00	
CU YDS	55.0000	28.210	1,551.55	1,551.55	
SQ YDS	6.5000	32.800	213.20	213.20	
TOTAL CONTRACT ITEMS			11,155.14	11,155.14	
% RETAINED ON CONTRACT ITEMS				599.89	599.89
FORCE ACCOUNT					
TOTAL PAYMENTS			11,155.14	10,555.25	599.89

[illegible]
AUG 14 1968

324-1720

7137

August 13, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Gentlemen:

Contract No. 7137 awarded to Salem Road & Driveway Company for grading and paving on East Main Street in the city of Silverton in Marion County was completed on June 18, 1968, and accepted by the Highway Commission on August 12, 1968.

Final payment in the amount of $599.89 will be released to the contractor after August 20, 1968. The total contract amount is $11,155.14 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Victor S. Risley Company
Board of Trade Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

C

RECEIVED
AUG 1 3 1968

FOR FILING

324-1120

7137

August 12, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 18, 1968, on Contract No. 7137. The contract was with Salem Road and Driveway Company and was for grading and paving on the Silverton (East Main Street) Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 12, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

FBK:ajw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. YOung
R. D. Asburry

324-1720
7137

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Silverton (East Main Street)
WEEK ENDING: July 20, 1968
SECTION PREFIX: 324-1720
HIGHWAY: City Street
COUNTY: Marion
NAME OF JOB: Silverton (East Main Street)
KIND OF WORK: Grading and paving
CONTRACTOR: Salem Road & Driveway Co.
CONTRACT NUMBER: 7137
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 8, 1968
DATE WORK STARTED: May 15, 1968
ESTIMATED COMPLETION DATE: July 18,1968
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED: 30
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 50
PROJECT AUTHORIZATION: $ 14,138.28
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 12,903.45
ENGINEERING AUTHORIZATION: $ 1,234.78
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 11,155.14
ENGINEERING COST TO DATE: $ 2,410.00
DATE PROJECT WAS COMPLETED: June 18, 1968
ESTIMATED PERCENT: XXXXXX UNDERRUN 4.1%
PERCENT OF AUTHORIZATION: 195%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	820 c. y.	700 c. y.			270 tons
TOTAL QUANTITIES CORRECTED TO DATE	780 "	750 "			257 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	250 "	250 "			
AVERAGE DAILY QUANTITIES					128 "
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Rain			NOTED
SATURDAY				R. D. CHURCH

B
E

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

~~Contractor completed work and removal of equipment~~

Contractor completed work on project June 18, 1968, and removal of equipment June 26,1968,

Semi-final estimate submitted July 19, 1968.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem
Arthur Duffy Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 21 1968
FOR FILING

324-1720

7137

May 8, 1968

Bids rec'd
Apr 25

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving on East Main Street in Silverton in Marion County for the sum of $11,997.80 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Silverton is received and the sum of $1,885 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7137. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 20, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
Arthur Duffy
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

CITY OF SILVERTON
CITY HALL, 306 SOUTH WATER STREET
SILVERTON, OREGON 97381

CITY MANAGER
JACK R. BROWN

CITY ENGINEER
ROBERT E. BORLAND

CITY TREASURER
ALTHEA M. MEYER

CITY HALL
TELEPHONE
873-5323

May 7, 1968

Mr. Richard Unrein, Field Engineer
County and City Division
State Highway Department
403 State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

Attached is a check on the City of Silverton in the amount of $1,885 as a deposit against costs to the city for curbs and driveways associated with the special city allotment project on East Main Street.

Lowering of water lines by the city will be completed today.

Sincerely,

JRBrown

Jack R. Brown
City Manager

JRB:os

1 Atch: Check No. 3272

RECEIVED
MAY 8 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

April 25, 1968

Mr. Jack Brown
City Manager
City Hall
Silverton, Oregon 97381

Dear Mr. Brown:

On April 25, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on East Main Street in Silverton. The apparent low bid was submitted by Salem Road & Driveway Company of Salem; and the anticipated cost based on the bid is as follows:

Contractor's bid*	$11,997.80
Anticipated additional items	350.00
Total	$12,347.80
Engineering & contingencies (14-1/2%)	1,790.43
TOTAL ANTICIPATED COST	$14,138.23

*Includes $1,884 for concrete curbs and driveways

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience, please forward a check or warrant to this office in the amount of $1,885 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

cc: R. D. Asburry
L. E. Young

NOTED
DON HARWELL

SILVERTON (E. MAIN STREET) SECTION

CITY STREET

MARION COUNTY

State Project
0.05 mi. Grading and Paving

Bids Received April 25, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 400.00
2.	All Specified	Clearing and Grubbing		500.00
3.	820 cu.yds.	General Excavation, Unclassified	$ 1.75	1,435.00
4.	90 cu.yds.	Trench Excavation	4.00	360.00
5.	20 M-gals.	Watering	4.00	80.00
6.	300 gals.	SS-1 Asphalt in Watering	0.30	90.00
7.	50 lin.ft.	Pavement Replacement	4.00	200.00
8.	100 cu.yds.	3/4" - 0 Material in Base	3.75	375.00
9.	680 cu.yds.	Stone Base	3.50	2,380.00
10.	270 tons	Class "B" Asphalt Concrete	10.00	2,700.00
11.	48 lin.ft.	12-inch Steel Storm Sewer Pipe	3.00	144.00
12.	260 lin.ft.	12-inch Concrete Storm Sewer Pipe	3.75	975.00
13.	2 only	Concrete Inlets, Type CG-2	150.00	300.00
14.	30 cu.yds.	Concrete Curbs	40.00	1,200.00
15.	36 sq.yds.	Concrete Driveways	6.00	216.00
			For Comparison of Bids	$11,355.00

ESTIMATED CONSTRUCTION AUTHORIZATION

		5.7	% OVER
Estimated Contract Amount		$11,355.00	11,997.80
Anticipated Additional Items:			
Flagging	$100.00		
Signing (Perm.)	200.00		
Tack Coat	50.00		
		350.00	350.00
		$11,705.00	12,347.80
Engr. & Cont. (14½%)		1,697.23	1,790.43
Estimated Net Authorization, Constr.		$13,402.23	$14,138.23

Silverton (East Main St) Section
Marion County

3-8-68

NOTED
R. S. COX

[illegible]

Temporary Protection & Direction of Traffic	All Specified		400 -
Clearing and Grubbing	All Specified		500 -
General Excavation, Unclassified	820 cu. yd	1^{75}	1435 -
Trench Excavation	90 cu. yd	4^{00}	360 -
Watering	20 M. Gals	4^{00}	80 -
S.S.1 Asphalt in Watering	300 Gal	0^{30}	90 -
Pavement Replacement	50 lin. ft	4^{00}	200 -
3/4"-0 Material in Base	100 cu. yd	3^{75}	375 -
Stone Base	680 cu. yd	3^{50}	2380
Class "B" Asphalt Concrete	270 ton	10^{00}	2700
8-inch Steel Storm Sewer Pipe	48 lin. ft	3^{00}	144 -
12-inch Conc. Storm Sewer Pipe	260 lin. ft	3^{75}	975 -
Concrete Inlets, Type CG-2	2 only	150	300 -
Concrete Curbs	30 cu. yds	40 -	1200 -
Concrete Driveways	36 sq. yd.	6^{00}	216 -
			11355 -
Anticipated			350 -
			11705
Engr. & Cont. 14 1/2			1697.23
			13,402.23

City $1,416

Flagging	100
Perm. Signing	200
Asphalt Tack Coat	50.

RECEIVED
MAR - 8 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of __ Pages

Section MAIN STREET Highway City of Silverton County Marion Prefix 324-1426

Res. Engr. A. Duffy Approx. Length 0.06 Miles. Sta. 10+58 to Sta. 13+17 Date 3-4-68

Truck A.D.T. 282 Traffic Coefficient 7.9 18 kip s.a. per day 60 (Automobiles not considered.)

Annual Precipitation 40"+ Frost Penetration - - - - - - - - .

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.5	12.5	Cr. Base
21.5	21.5	18.0	

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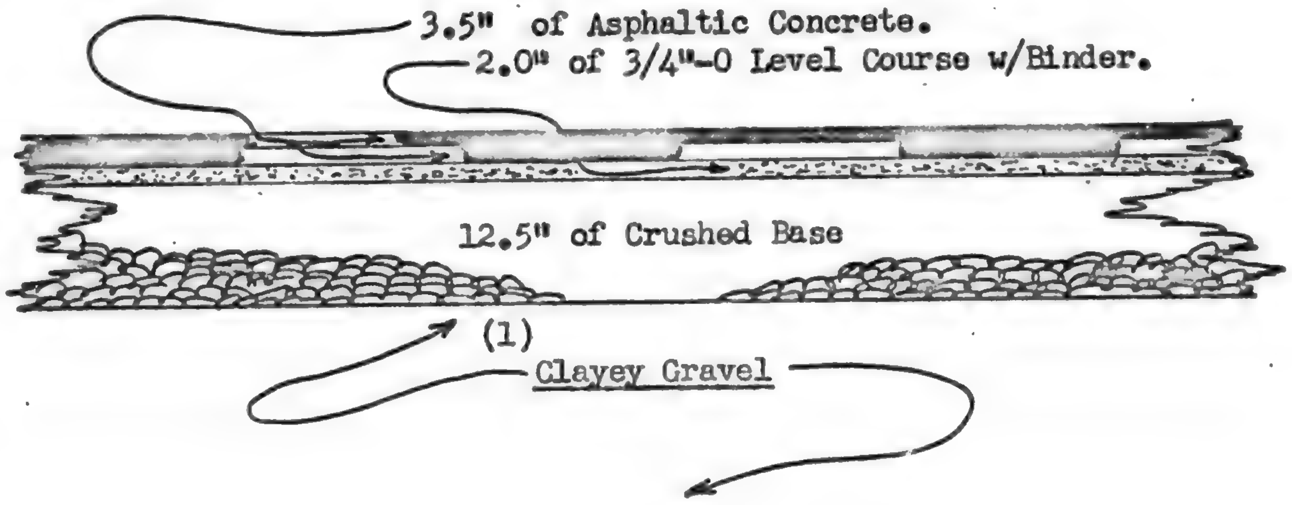
3-4-68

(1)
Typical Soil

35	LL
10	PI
30	%P 10
16	%P200
70	%Gravel
6	%C Sand
8	%F Sand
9	%Silt
7	%Clay
23	"R" Value

([illegible])


3.5" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
12.5" of Crushed Base
(1)
Clayey Gravel

AASHO CLASSIFICATION:

A-2-4.

MATERIAL SOURCES:

To be determined by the Engineer.

Submitted by ______ for Staff Assistant

Recommended by ______ Asst Engineer of Materials

Recommended by ______ asst. Construction Engineer

Approved by ______ ~~Asst.~~ State Highway Engineer

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

MAIN STREET
City of Silverton
Marion County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
6 - 7	3.0"	2.0"	10.0"	18.0"	15.0"
4.8 - 6	2.0"	2.0"	9.0"	15.0"	13.0"
Cars Only	2.0"	2.0"	5.0"	11.0"	9.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: MAIN STREET

HIGHWAY: City of Silverton

COUNTY: Marion

4700 Present ADT (1967)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	150	1.4	210	180	450	81,000
3	80	1.4	112	96	1000	96,000
4	0	1.4			1250	
5	5	1.4	7	6	3180	19,080
6	0	1.4			2570	
				282	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 196,080

TWENTY YEAR EWL 3,921,600

TRAFFIC COEFFICIENT 7.9

SECTION: MAIN STREET
HIGHWAY: City of Silverton
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.06 mi.) project. See Items 6 & 12.

MAIN STREET (CITY OF SILVERTON)
CITY STREET
MARION COUNTY
2-21-68

NARRATIVE REPORT

The project calls for the reconstruction of Main Street between First and Water Streets with a 46 foot curbed roadway. The existing 10 foot sidewalks are to be maintained as is.

The break - up of the existing surface has been caused by lack of drainage. The project calls for a storm sewer system.

In order to conform with the sidewalk grade the maximum gutter grade is 0.2%, which requires integral curb and gutter. Also, the sidewalks differ approximately 1 foot in elevation, necessitating a warped pavement section.

Arthur Duffy
Arthur Duffy
Resident Engineer
February 21, 1968

NOTED
RICHARD UNREIN

SECTION E. Main St. (Silverton) — ESTIMATE OF COST / / SHEET 1 OF 1
HIGHWAY City Street

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
1	Clearing & Grubbing	Lump Sum	All Spec.		All	$		$ 750	00
2	General Excavation, Unclassified	Cu. Yd.	748	72	820	1	50	1,230	00
3	Trench Excavation, Unclassified	Cu. Yd.	80	10	90	3	00	270	00
4	Watering	M-Gal	36	4	40	3	50	140	00
5	3/4"-0 Material in Base	Cu. Yd.	91	9	100	4	00	400	00
6	Coarse Crushed Material in Base	Cu. Yd.	609	61	670	3	50	2,345	00
7	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	9	1	10	6	00	60	00
8	RC-250 Asphalt in Prime Coat	Ton	1.4	.2	1.6	100	00	160	00
9	Class "B" Asphalt Concrete	Ton	239	26	265	9	00	2,385	00
10	8-inch Metal Pipe	Lin. Ft.	44	0	44	2	50	110	00
11	12-inch Concrete Pipe	Lin. Ft.	243	17	260	3	75	975	00
12	Concrete Inlets, Type "G-2M"	One	2	0	2	160	00	320	00
13	Concrete Curbs	Cu. Yd.	27.9	2.1	30	40	00	1,200	00
14	Concrete Driveways	Sq. Yd.	33	2	35	4	50	157	50
15	RS-1 Asphalt	Gal.	60	0	60		30	18	00
								10,520	50
	Additional Anticipated Items:								
	Flagging (State Share)							250	00
								10,770	50
	Engineering & Contingencies (12½%)							1,346	31
	Total							12,116	81
				10,770.50					
			+20% E&C =	2,154.10					
			Total	$12,924.60					

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FEB 1 - 1968

FOR FILING
[illegible]
7737

1-30-68

Prefix No. 324-1426

LOCATION PROSPECTUS
SILVERTON (MAIN STREET) SECTION
CITY STREET - MARION COUNTY

HIGHWAY: Main Street, city of Silverton. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Main Street and Water Street. The easterly terminus is at the intersection of Main Street and First Street.

LENGTH: 0.06 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for reconstruction on existing alignment. Reconnaissance is not necessary. The existing drainage is inadequate and will require storm sewer installation. Soils investigations have been conducted. Existing pavement will be removed. Sections of the existing curb will be removed and replaced. The existing sidewalks will be utilized.

TYPICAL SECTION: Forty-six feet in width with curbs.

BASE DESIGN: The tentative base design for construction is:

	Existing	New Work
Paving	3" - 5" A.C.	3-1/2" A.C.
Top Course Base	None *	2 " Level
Bottom Course Base	None *	12-1/2" Crushed Base
Total	3" - 5"	20 "

* Gravel mixed with clay.

FORREST COOPER

MATERIALS: Adequate quantities of material are available from commercial sources.

ADDITIONAL FACILITIES: None.

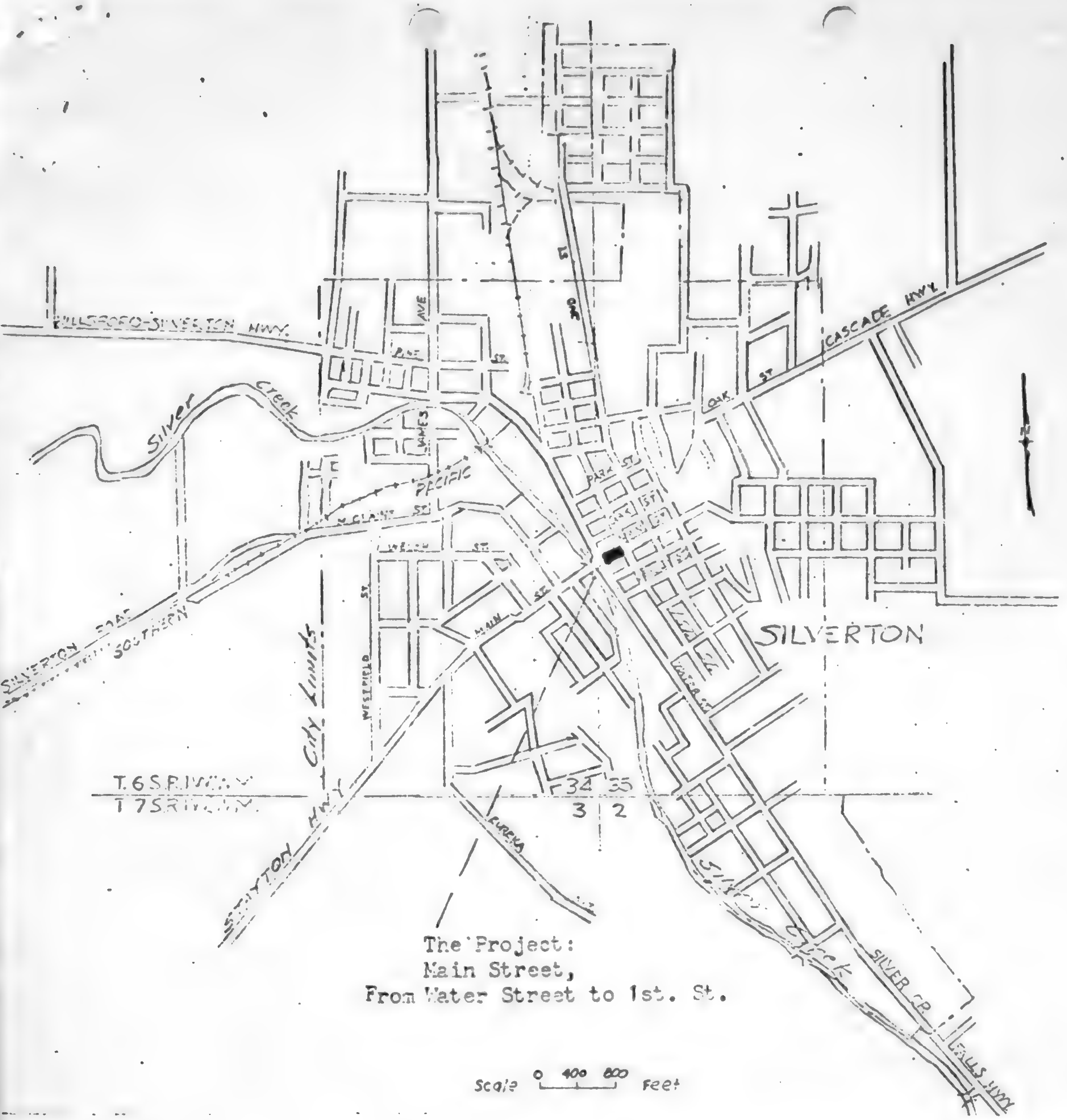
AGREEMENTS: Routine negotiations for a Special City Allotment Project.

PARKS: None.

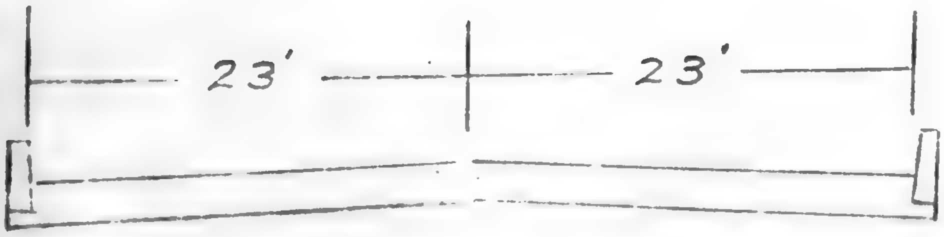
January 30, 1968
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
[illegible] 68
OREGON [illegible]


HILLSBORO-SILVERTON HWY.
CASCADE HWY
PINE ST.
AVE
2ND ST
OAK ST
PARK ST
Silver Creek
PACIFIC
M'CLAINE ST.
WELCH ST.
MAIN ST.
JAMES
WESTFIELD ST.
SILVERTON SOUTHERN PACIFIC
City Limits
SILVERTON
T.6S.R.1W.W.M.
T.7S.R.1W.W.M.
34 35
3 2
STAYTON HWY
EUREKA
Silver Creek
SILVER CR.
FALLS HWY
N
Scale 0 400 800 Feet

The Project:
Main Street,
From Water Street to 1st. St.



Typical Section

Prospectus No.
Main Street Section
City of Silverton
Marion County
1968
Arthur Duffy. Res. Engr.

RECEIVED
JAN 16 1968

FOR FILING

324-1720
7137

January 15, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3467

City of Silverton
City Hall
Silverton, Oregon 97381

Attention: Jack Brown
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to Main Street in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed copy)

Fred W. Hill, Member
HHix

December 13, 1967

Mr. Jack Brown
City Manager
City Hall
Silverton, Oregon 97381

Dear Mr. Brown:

On December 12 the State Highway Commission approved the City's request for a Special City Allotment project on Main Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RU:mr
Att:

cc: R. D. Asburry

NOTED
RICHARD UNREIN

CITY OF SILVERTON
CITY HALL, 306 SOUTH WATER STREET
SILVERTON, OREGON 97381

CITY HALL
TELEPHONE
873-5323

CITY MANAGER
JACK R. BROWN

CITY ENGINEER
ROBERT E. BORLAND

CITY TREASURER
ALTHEA M. MEYER

NOTED
H. S. COX

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AUG 23 1967
ENGINEER
COUNTY & CITY DIVISION

22 August 1967

Mr. Richard Unrein, Field Engineer
County and City Engineer
State Highway Department
Salem, Oregon

Dear Mr. Unrein:

This is in response to your letter of 17 August 1967 concerning the proposed project on Main Street between 1st Street and Water Street in Silverton.

Council is willing to participate and has authorized me to report the availability of $1,000 as the City's estimated share of the total cost, as presented by your letter.

One question arose concerning the project which I was asked to discuss with you. The initial project as requested consisted of resurfacing the one block of Main Street; your letter refers to reconstruction. Council expressed some concern over possible problems associated with reconstruction since a 12" C.I. water main is located in the street. It has a depth of 3' at the 1st Street intersection and 2.6' at the Water Street intersection. Also, approximately 15 services are installed with a probable depth of 1' at curb line. Reconstruction to a depth which would require relocation of these lines would greatly increase the City's share of the project. Would you please let me know what you see as the limits of this work as far as the project has been estimated at this point. Will it be necessary to relocate existing utilities?

Sincerely,

Jack R. Brown
City Manager

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

JRB:os

cc Councilman Montgomery

8-23-67 Called Mr. Brown & told him that we thought that overlay would not be an adequate improvement
as the case shows [illegible] distance & curb exposure is small and uneven. Utility adjustment
would be city obligation. Large main may possibly be worked around as project is small
& contractor would most likely be using light equipment.

S.C.A. INVESTIGATION DATA

City of SILVERTON Date JUNE 30, 1967 Division II

Street (s) [illegible]

No. previous projects 4

Last project 1961 (year)

Total SCA Funds to date $ 34088

EXISTING

Surface now in place: A.C. X Oil X Gravel — Concrete —

Surface width: 46 feet, Shoulder-shoulder width: — feet

C-C width: 46 feet, Right-of-way width: 66 feet

Remarks: Existing [illegible] in [illegible] condition except for [illegible] patches. Parking areas are uneven & [illegible]. Curb on north is in good cond. with little exposure. Met with Mr. [illegible] City Engr. [illegible] for project.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —

Pave width: 46 feet Shoulder width: — feet C-C width: 46 feet

Thickness of: A.C. 3½ inches, Leveling 2 inches, Base 15½ inches

Length: 270 feet, .06 mile. Type curb: "C"

Remarks: Reconstruct existing st. & replace curb on north side.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing misc.	All	All	L.S.	$ 300.00
General Excavation	c.y.	1,200	1.50	1,800.00
Drainage Excavation	c.y.	—	—	—
Culvert Pipe	lin. ft.	—	—	—
15" Base Material (1-1/2-0)	c.y.	920	3.50	3,220.00
2" Level Material (3/4-0)	c.y.	125	3.75	468.75
3½ Asphalt	ton	325	10.00	3,250.00
~~Inlets~~ Remove Curbs	Lin. ~~ea.~~ ft.	285	1.00	285.00
Manholes	ea.	—	—	
Concrete Curbs 285'	c.y.	9	50.00	450.00
Concrete Walks and Drives	sq. yd.	30	6.00	180.00
Watering	M/gal.	30	5.00	150.00
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and ~~M.H.'s~~	ea.	2	50.00	100.00
Other Binder	ALL	ALL	L.S.	275.00

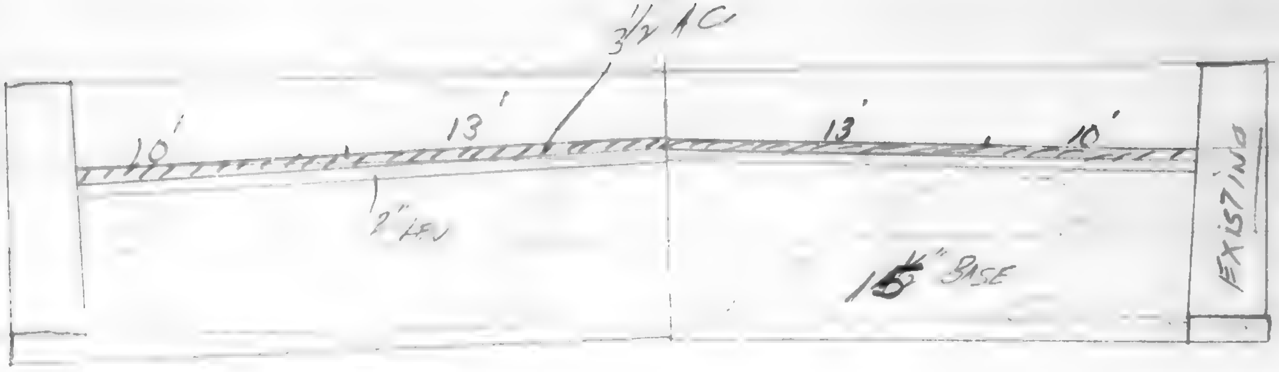
* Items include 10% allowance.

Total	$ 10,478.75
Engineering & Contingencies (20%)	2,095.75
TOTAL	$ 12,574.50
City's Estimated Share of Survey	
TOTAL ESTIMATED COST	$ 13,000.00

SILVERTON
E. MAIN ST.
6-30-67
M.

$

5"
3.5
2.
15.
25"


3½" A.C.
10'
13'
13'
10'
2" LEV
15" BASE
EXISTING

GEN. EXC. = $\frac{2.1 \times 46.5 \times 300 \times 1.1}{27}$ = 1,200 C.Y.

15" BASE = $\frac{1.25 \times 46.3 \times 300 \times 1.43}{27}$ = 920 C.Y.

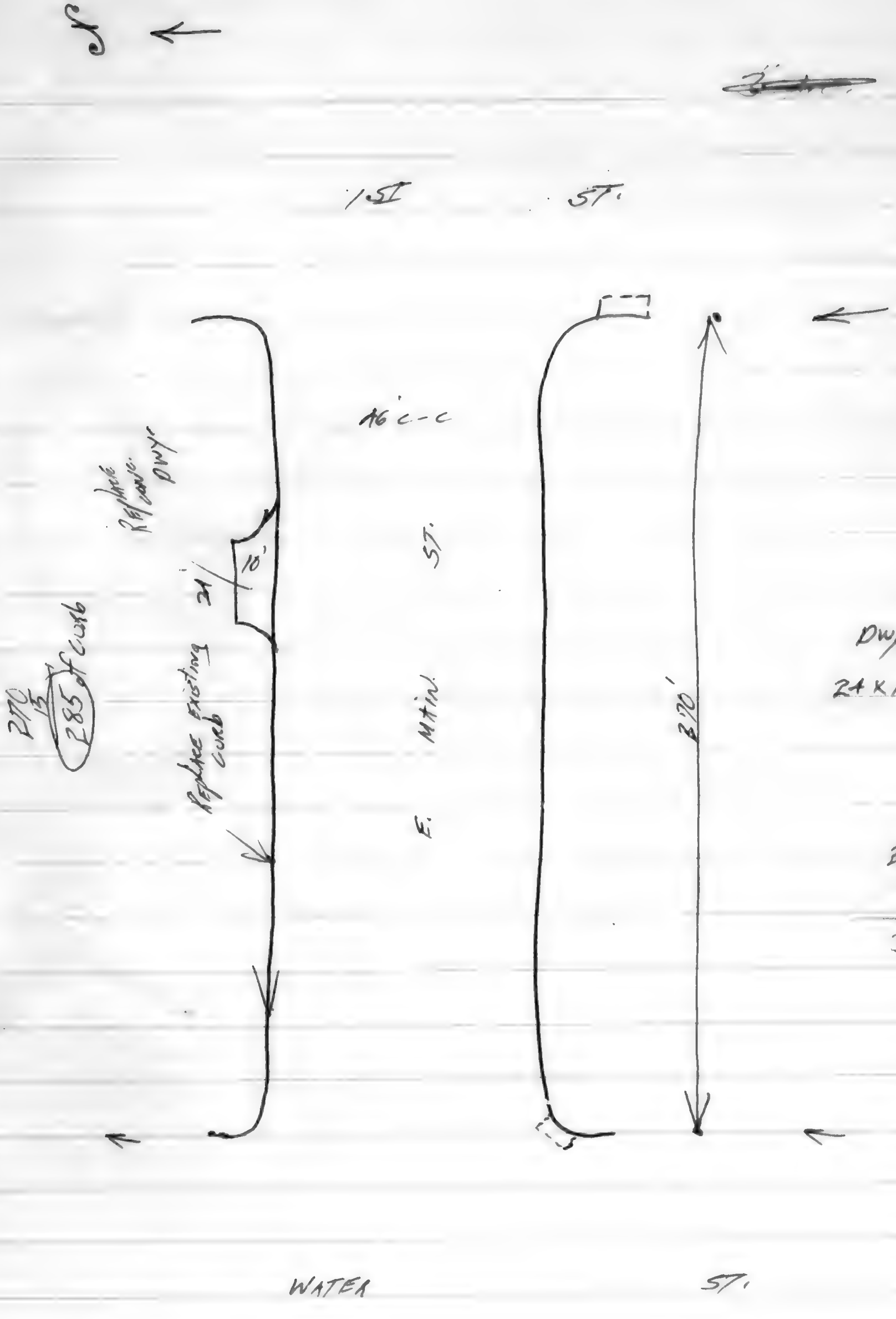
2" LEV. = $\frac{.17 \times 46.0 \times 300 \times 1.43}{27}$ = 125 C.Y.

3½" A.C. = 107.7 × 3 = 325 TON

CURBS = .031 × 300' = 9 C.Y.

WATER = .0275 × (1,045) = 29 M-GAL.

Binder = 4,600 × .06 = $ 275


N
1ST ST.
46' c-c
E. MAIN ST.
Replace R/pave DWY
10'
24'
270'
15
285 of curb
Replace existing curb
270'
WATER ST.

3½ A.C.
2" Lev.
1A½" P.M.
Base.

Dwy. Area
24 × 10 = 240/9 = 27 sq. yd
or
30 sq. yds

270'
30 Extra
300'

SCA

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JUN 23 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Silverton Date June 20, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name E. Main Street
(Locate project on attached map.)

Project length 272 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

Curbed section; width curb to curb: 46' feet

Remarks Planing off high places of existing surface and placing a resurfacing course over the one block area of pavement.

Surface now in place: Oil ____ Paving x Gravel ____

Present surface width: 46 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 66 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 60'

Are intersecting streets curbed? Yes x No ____

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes x No ____

Width between present curbs: 46' feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ________ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ______

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No___

Present sidewalks, Length: 544 feet; Width: 10 feet

Distance between present sidewalks: 67 feet

Are sidewalks to be constructed as part of project? Yes___ No x

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes x No___

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 7.0 feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 3 feet

Remarks ______________________________

____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No x

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ____

Electric poles? Yes x No ____

Which company? Portland General Electric Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ____

Which company? Valley Telephone Co.

Railroad tracks? Yes ____ No x

Which company? ______________________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ______________________________

____

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date ___

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

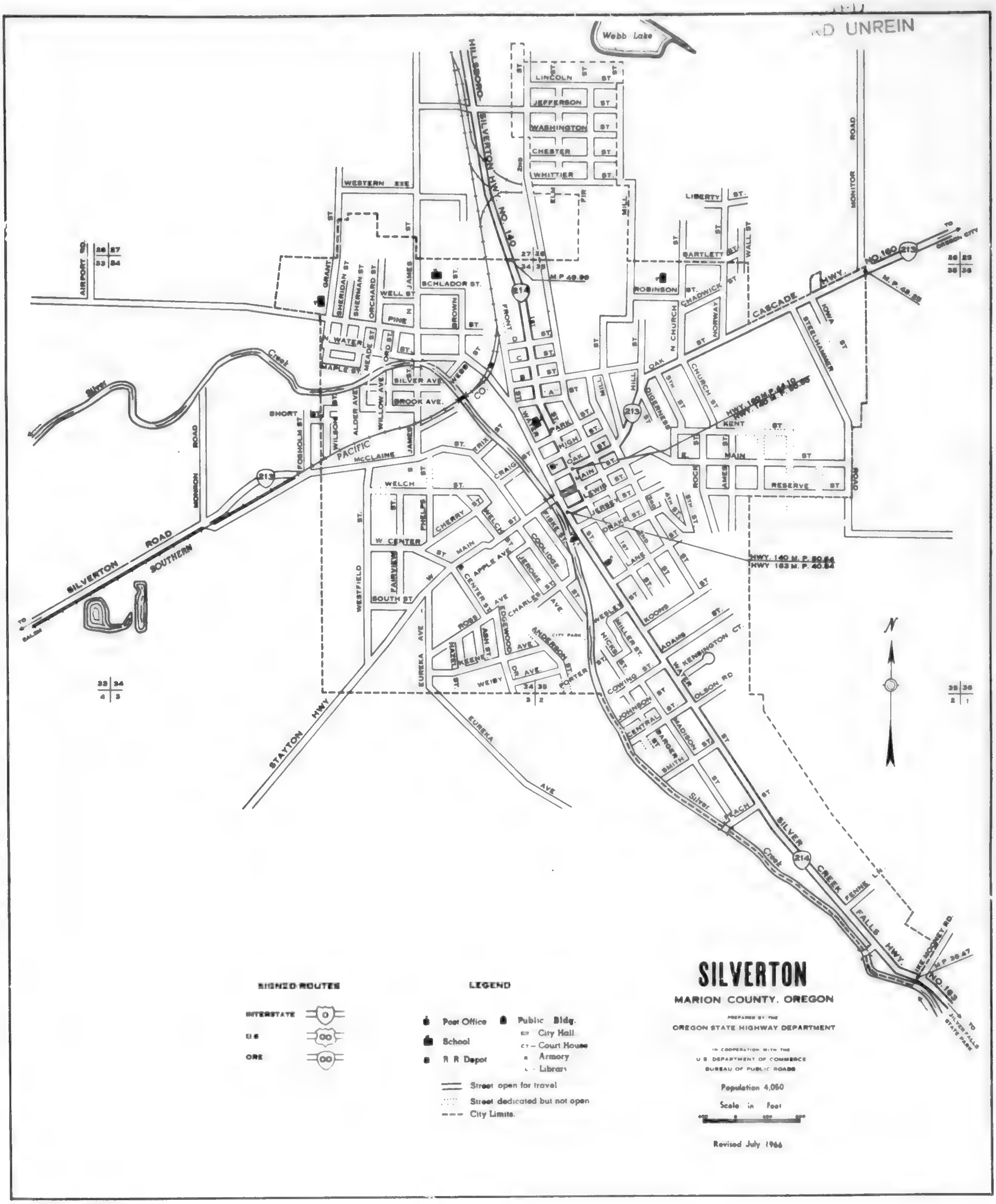
Please indicate site for disposal of excess excavated material: ___

General remarks: ___

By ___
Mayor

By ___
City Recorder or City Manager

By E. E. Borland
City Engineer


RD UNREIN
Webb Lake
HILLSBORO - SILVERTON HWY NO 140
LINCOLN ST
JEFFERSON ST
WASHINGTON ST
CHESTER ST
WHITTIER ST
WESTERN AVE
LIBERTY ST
BARTLETT ST
WALL ST
MONITOR ROAD
AIRPORT RD
GRANT
SHERIDAN ST
SHERMAN ST
ORCHARD ST
JAMES
WELL ST
SCHLADOR ST.
M.P. 49.99
ROBINSON ST.
CHADWICK
CASCADE HWY. NO 160
213
214
M.P. 42.22
TO OREGON CITY
PINE
BROWN
FRONT
WATER
MAPLE ST
SILVER AVE
BROOK AVE.
Silver Creek
SHORT
WILSON
ALDER AVE
WILLOW AVE
FOSHOLM ST
MONROE ROAD
McCLAINE
Pacific
TRIX
CRAIG
PARK
HIGH
OAK
MAIN
LEWIS
N CHURCH
NORWAY
CHURCH
STEELHAMMER
IOWA
KENT ST
MAIN ST
RESERVE ST
ROCK
AMES
HWY. 160 M.P. 44.10
HWY. 140 M.P. 50.54
HWY. 163 M.P. 40.54
WELCH ST.
CHERRY
PHELPS
W CENTER
MAIN
APPLE AVE
COOLIDGE
JEROME
CHARLES ST
WESTFIELD
FAIRVIEW
SOUTH ST
ROSS AVE
ASH ST
EDGEWOOD
CITY PARK
ANDERSON ST
KEENE
HAZEL
WEISY DR AVE
PORTER
EUREKA AVE
STAYTON HWY
SILVERTON ROAD
SOUTHERN
TO SALEM
WESLEY
MILLER ST
HICKS
KOONS
ADAMS
KENSINGTON CT.
OLSON RD
COWING ST
JOHNSON ST
CENTRAL ST
MADISON ST
SMITH
BEACH ST
SILVER CREEK FALLS HWY NO 163
FENNE
M.P. 39.47
TO SILVER FALLS STATE PARK
N
26 27
35 34
26 25
35 36
33 34
4 3
34 35
3 2
35 36
2 1
SIGNED ROUTES
INTERSTATE
U S
ORE
0
00
00
LEGEND
Post Office
School
R R Depot
Public Bldg.
City Hall
CT – Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits.

SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 4,050

Scale in Feet

Revised July 1966

6-5-67

RESOLUTION NO. 538

NOTED
RICHARD UNREIN

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Silverton is an incorporated city of the State of Oregon and has a population of 4030 as given by the latest official census; and

WHEREAS, the following streets of said city,

East Main Street between Water Street and First Street.

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JUN 7 1967
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Silverton does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. E. Borland, City Engineer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of June, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Silverton at a regular or special meeting of said Council, held on the 5th day of June, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

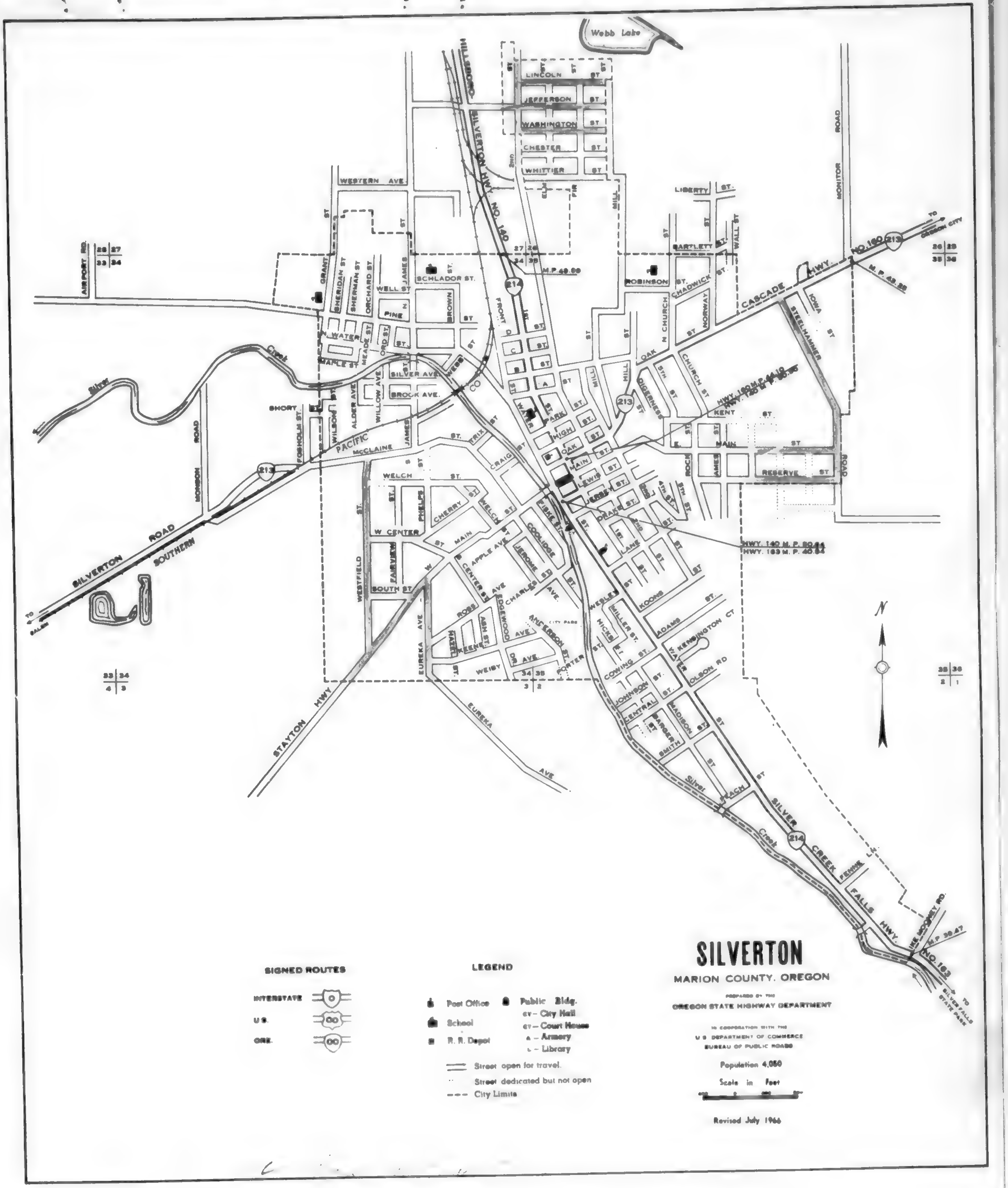
Dated this 5th day of June, 1967.

J H Brown

Jack Brown
City Recorder

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)


Webb Lake
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JEFFERSON ST
WASHINGTON ST
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WHITTIER ST
HILLSBORO
SILVERTON HWY NO. 140
WESTERN AVE.
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BARTLETT ST.
WALL ST
MONITOR ROAD
AIRPORT RD.
GRANT ST
SHERIDAN ST
SHERMAN ST
ORCHARD ST
JAMES
WELL ST
SCHLADOR ST.
PINE
BROWN ST.
M.P. 49.09
ROBINSON ST.
CHADWICK ST
NORWAY ST
N CHURCH ST
CASCADE HWY. NO. 160
M.P. 42.25
TO OREGON CITY
IOWA ST
STEELHAMMER
N WATER
MEADE ST
ORD ST
MAPLE ST
SILVER AVE
BROCK AVE.
WEBB
ALDER AVE
WILLOW AVE
WILSON
SHORT
FOSHOLM ST
Silver Creek
PACIFIC
McCLAINE
SILVERTON ROAD
SOUTHERN
MONSON ROAD
TO SALEM
FRONT
C
B
A
MILL ST
OAK
PARK
HIGH ST
MAIN
LEWIS ST
JERSEY ST
DRAKE ST
FISKE ST
CRAIG
WELCH ST.
CHERRY ST
PHELPS
W CENTER
W MAIN
APPLE AVE
COOLIDGE
JEROME ST
CHARLES ST
WESTFIELD ST
FAIRVIEW
SOUTH ST
CENTER ST
ROSS
ASH ST
EDGEWOOD
ANDERSON ST.
CITY PARK
WEIBY
DR AVE.
PORTER ST
EUREKA AVE
STAYTON HWY
QUEENER
KENT ST
ROCK ST
JAMES
RESERVE ST
ROAD
HWY. 140 M.P. 50.64
HWY. 163 M.P. 40.64
HWY. 160 M.P. 44.10
WESLEY
KOONS
MILLER ST
HICKS
LANE
ADAMS ST
KENSINGTON CT
WATER
OLSON RD
COWING ST.
JOHNSON ST.
CENTRAL ST.
SARGENT
SMITH
MADISON
ST
BEACH
Silver Creek
SILVER CREEK FALLS HWY. NO. 162
FENNE
MP 36.47
TO SILVER FALLS STATE PARK
213
214
26 27
33 34
35 36
2 1
3 2
4 3
N

SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,050

Scale in Feet

Revised July 1966

SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits

NOTED
RICHARD UNREIN

330-1726 Pilot Rock (E. Birch Creek) 1968
Sec., bridge on Main St.
#7139 (Prestressed slab struct.)

C&A 3472

SCA

OREGON STATE HIGHWAY DEPARTMENT Date January 7, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7139 Prefix 330-1726 Survey Prefix 330-1478

Street West Main (East Birch Creek Bridge widening - north side)

City Pilot Rock

Payments to Contractor..(See attached voucher.)	$ 18,388.85
Surface bridge deck	797.84
Engineering and Contingencies..........................	1,706.63
Survey...Total: $ 1,752.98 Pro-rata Share........................	—
TOTAL.............	$ 20,893.32
Agreed State Share	20,893.32
Agreed City Share	$ —
City Advance Deposit	$ —

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

ORM A-20 (REV. 6-63)

COUNTY UMATILLA

CONTRACT NO. 7139

ESTIMATE NO 3

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION PILOT ROCK /E BIRCH CREEK BRIDGE/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO D
001	TEMPORARY PROTECTION AND DIRECT OF TRAF	LUMP SUM	500.0000	1
002	REMOVAL WORK	LUMP SUM	2,000.0000	1
003	SHORING CRIBBING ETC	LUMP SUM	500.0000	1
004	STRUCTURAL EXCAVATION	CU YDS	10.0000	160
006	SPECIAL WALL BACKFILL	CU YDS	5.0000	88
007	CLASS A CONCRETE	LUMP SUM	5,540.0000	1
008	3FTX40FT/45FT PRESTRESSED CONCRETE SLABS	ONLY	1,200.0000	2
009	4FTX40FT/45FT PRESTRESSED CONCRETE SLABS	ONLY	1,250.0000	3
010	METAL REINFORCEMENT	LUMP SUM	1,300.0000	1
011	8-INCH METAL DRAIN PIPE TYPE A COATING	LIN FT	5.0000	29
012	CONCRETE INLETS TYPE G-1	ONLY	100.0000	2

ATE 09/24/68 7139

REVIOUS VOUCHER NO. 1951

HECKED BY: CP/md

NGINEER OR AUDITOR H. N. Van Cleave

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMEN

CONTRACT NO. 7139

ESTIMATE NO. 3 Final

PREFIX NO'S. 330-1726-204 (41) 923.80 Dr.

FEDERAL AID PROJECT NO.

RCH CREEK BRIDGE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	500.0000	1.000	500.00	500.00	
UMP SUM	2,000.0000	1.000	2,000.00	2,000.00	
UMP SUM	500.0000	1.000	500.00	500.00	
U YDS	10.0000	160.860	1,608.60	1,608.60	
U YDS	5.0000	88.550	442.75	442.75	
UMP SUM	5.540.0000	1.000	5,540.00	5,540.00	
NLY	1,200.0000	2.000	2,400.00	2,400.00	
NLY	1,250.0000	3.000	3,750.00	3,750.00	
UMP SUM	1,300.0000	1.000	1,300.00	1,300.00	
IN FT	5.0000	29.500	147.50	147.50	
NLY	100.0000	2.000	200.00	200.00	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	18,388.85	18,388.85	
% RETAINED ON CONTRACT ITEMS		923.80	923.80
FORCE ACCOUNT			
TOTAL PAYMENTS	18,388.85	17,465.05	923.80

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SEP 27 1968
FOR FILING

330-1726

7139

C

September 27, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7139 awarded to E. F. Philpott for construction of the East Birch Creek Bridge in the city of Pilot Rock in Umatilla County was completed on June 28, 1968, and accepted by the Highway Commission on September 27, 1968.

Final payment in the amount of $923.80 will be released to the contractor after October 4, 1968. The total contract amount is $18,388.35 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mr. E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon 97223

L. H. Young
C. H. Maison
Attn: John Herr

C

RECEIVED
SEP 27 1968
FOR FILING
330-1726
7139

September 27, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 26, 1968, on Contract No. 7139. The contract was with E. F. Philpott and was for construction of the East Birch Creek Bridge in the city of Pilot Rock in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be on the agenda for confirmation at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
A. F. Parson

ls fn

CITY OF PILOT ROCK
PILOT ROCK, OREGON 97868

23 July 68

State Highway Department

Box 1071

Pendleton, Oregon

Attn: Mr. H. N. Van Cleave

Dear Mr. Vancleave,

At a regular Council Meeting the 22nd. of July 1968, the City Council voted to accept the Main Street Bridge Widening Project and are satisfied that all requirements were met by the contractor and in accordance with Contract #7139.

At this time the City Council would like to express it's sincere thanks to the State Highway Department and it's personnel for helping this much needed project become a reality.

Yours Truly
THE CITY OF PILOT ROCK
by Bud E. Caon
City Recorder

RD UNREIN

330-1726
7139

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pilot Rock East Birch Creek

WEEK ENDING: July 6, 1968

SECTION PREFIX: 330-1726-900

HIGHWAY: City Street

COUNTY: Umatilla

NAME OF JOB: Pilot Rock East Birch Creek

KIND OF WORK: Structure

CONTRACTOR: E. F. Philpott

CONTRACT NUMBER: 7139

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2, 1968

DATE WORK STARTED: May 7, 1968

ESTIMATED COMPLETION DATE: July 18, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 45

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 38

PROJECT AUTHORIZATION: $ 21,555.77

EXCLUSIVE OF ENGINEERING: $ 19,673.17

ENGINEERING AUTHORIZATION: $ 1,882.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "

ENGINEERING COST TO DATE: $ 1,025.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 54 %

DATE PROJECT WAS COMPLETED: All Work completed 6-28-68 Except for paving which will be done by State Forces

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Hot			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			NOTED
SATURDAY	" "			R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Contractor completed work on Friday June 28, 1968. Only work left to be done is the paving which will be done by State Forces.

Semi-final will be submitted by July 19, 1968.

SIGNED For H. N. Van Cleave LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

April 26, 1968

NOTED
H. S. COX

Mr. Bud E. Coon
City Recorder
City Hall
Pilot Rock, Oregon 97868

Dear Mr. Coon:

On April 25, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment bridge widening project (north side) over East Birch Creek on West Main Street in Pilot Rock. The apparent low bid was submitted by E. F. Philpott of Tigard and the anticipated cost based on the bid is as follows:

Contractor's bid	$18,476.00
Anticipated additional items	350.00
TOTAL	18,826.00
Engineering and contingencies (14-1/2%)	2,729.77
TOTAL ANTICIPATED COST	$21,555.77

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:cb

bc: A. F. Parsen, Div. Engr.
L. H. Young

NOTED
DON HARWELL

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 1 OF .... SHEETS

NOTED
H. S. COX

PILOT ROCK

Shaffer

MAR 18, 1968

No	ITEM	Quantity		Price	Amount
1	TEMPORARY PROTECTION and DIRECTION OF TRAFFIC	ALL REQUIRED			500.00
2	REMOVAL WORK	"	"		2000.00
3	SHORING, CRIBBING, ETC	"	"		2500.00
4	STRUCTURAL EXCAVATION	160	Cu yds	10.00	1600.00
5	" " BELOW ELEVATION SHOWN	16	" "	10.00	160.00
6	SPECIAL WA BACKFILL	94	" "	5.00	470.00
7	CLASS "A" CONCRETE (68 @ 90)	ALL REQUIRED			6120.00
8	3' x 40/45' PRESTRESSED CONCRETE SLABS	2	ONLY	1200.00	2400.00
9	4' x 40/45' " " "	3	"	1400.00	4200.00
10	METAL REINFORCEMENT (9100 @ 16)	ALL REQUIRED			1456.00
11	8-INCH METAL DRAIN PIPE, TYPE "A" COATING	40	LIN FT	5.00	200.00
12	CLASS "B" ASPHALT CONCRETE	32	TONS	25.00	800.00
13	CONCRETE INLETS, TYPE G-1	2	ONLY	150.00	300.00
					22,206.00
	14½% to Engr. & Contl.				3292.37
					25998.37

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

Seems rather High.

1967 project cost $25,234 for 28' of widening.
1968 project is for 22' of widening.
pro-rata cost would be $20,000 for
1968 project.

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
F. B. Arensmeier

NOTED
DON [illegible]

RECEIVED
JAN 24 1968

FILE
330-1720
7139

MISC. CONTRACTS and
AGREEMENTS No. 5473

January 23, 1968

City of Pilot Rock
City Hall
Pilot Rock, Oregon 97868

Attention: Mr. Bud E. Coon
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to the West Main Street Bridge over East Birch Creek in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(agreement attached)

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

FOR

530-1736

7137

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 11, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of December 27, 1967 which enclosed the prospectus for "West Main Street Bridge Section, Pilot Rock, Umatilla County."

Our only concern with this bridge construction is the possibility of silt pollution. Work in the stream should be done after June 1, to minimize effect on anadromous fish. The project is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ln
cc: Director, OFC

1-12-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fw

NOTED
F. B. KLABOE

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JAN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

1-3 68

JAN 8 - 1968

FOR FILING
331-1726
7139

Prefix No. 330-1478

ADDENDUM "A" TO LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET - PILOT ROCK
UMATILLA COUNTY

The following addendum is submitted to correct and revise the location prospectus on the subject section.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete the sentence "Soils investigations will be conducted" and the sentence "The street can be closed during construction". Substitute "Traffic flow can be maintained on existing half of structure."

PARAGRAPH 5: Correct as per original prospectus.

PARAGRAPH 6: Delete the sentence "City to construct approaches."

PARAGRAPH 7 and 8: Correct as per original prospectus.

January 3, 1968

cc: Forrest Cooper ✓
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

R. L. [illegible]

[illegible] - 1968

Routing
Morgan
FORM E-1??
Decker
Bond
Wa
Glenn
Swan

Pease
Morelock
Trout
Scott
Litchfield
Olson

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1968
CONSTRUCTION
DIVISION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

DEC 29 1967
RECEIVED
FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor
_Licenses
_Fish Culture
_Research
✓ Engineering
_Water Res.
_Info-Ed.
_Surname Burt

330-1126
7139

December 27, 1967

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
F. B. KLABOE

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

West Main Street Bridge Section, West Main Street, Pilot Rock, Umatilla County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

1-5-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fw

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

S.N.R. 1-3-67

Enc.

1968

Dear Mr. Barbee,
Fish passage must be maintained at the construction site. Downstream migrants might be moving through the area during the summer months thus any work in the stream should be done behind a berm to avoid siltation to the stream or cause other fishery problems. The project is approved.

Burt Carnegie

cc: OGC

Fred W. Hill, Member
Helix

December 13, 1967

Mr. Bud E. Coon
City Recorder
City Hall
Pilot Rock, Oregon 97868

Dear Mr. Coon:

On December 12 the State Highway Commission approved the City's request for a Special City Allotment project on West Main Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RU:mr

Att:

cc: A. F. Parson

NOTED
RICHARD UNREIN

RECEIVED
JAN 2 - 1968
FOR FILE

330-1726

7137

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Prefix No. 330-1478

LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET, PILOT ROCK
UMATILLA COUNTY

HIGHWAY: West Main Street. Not on Federal-aid or State system.

TERMINI: Structure site is where West Main Street crosses East Birch Creek.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the widening of the existing bridge. Reconnaissance will not be necessary. Soils investigations will be conducted. An economic analysis is not needed. The street can be closed during construction.

CHARACTERISTICS: There is no traffic data available on this section.

TYPICAL SECTION: Existing 70-foot curb to curb section. City to construct approaches.

BRIDGE: The City requests a widened structure with 22-foot additional clearance on the northerly side.

AGREEMENTS: Routine negotiations for Special City Allotment Project.

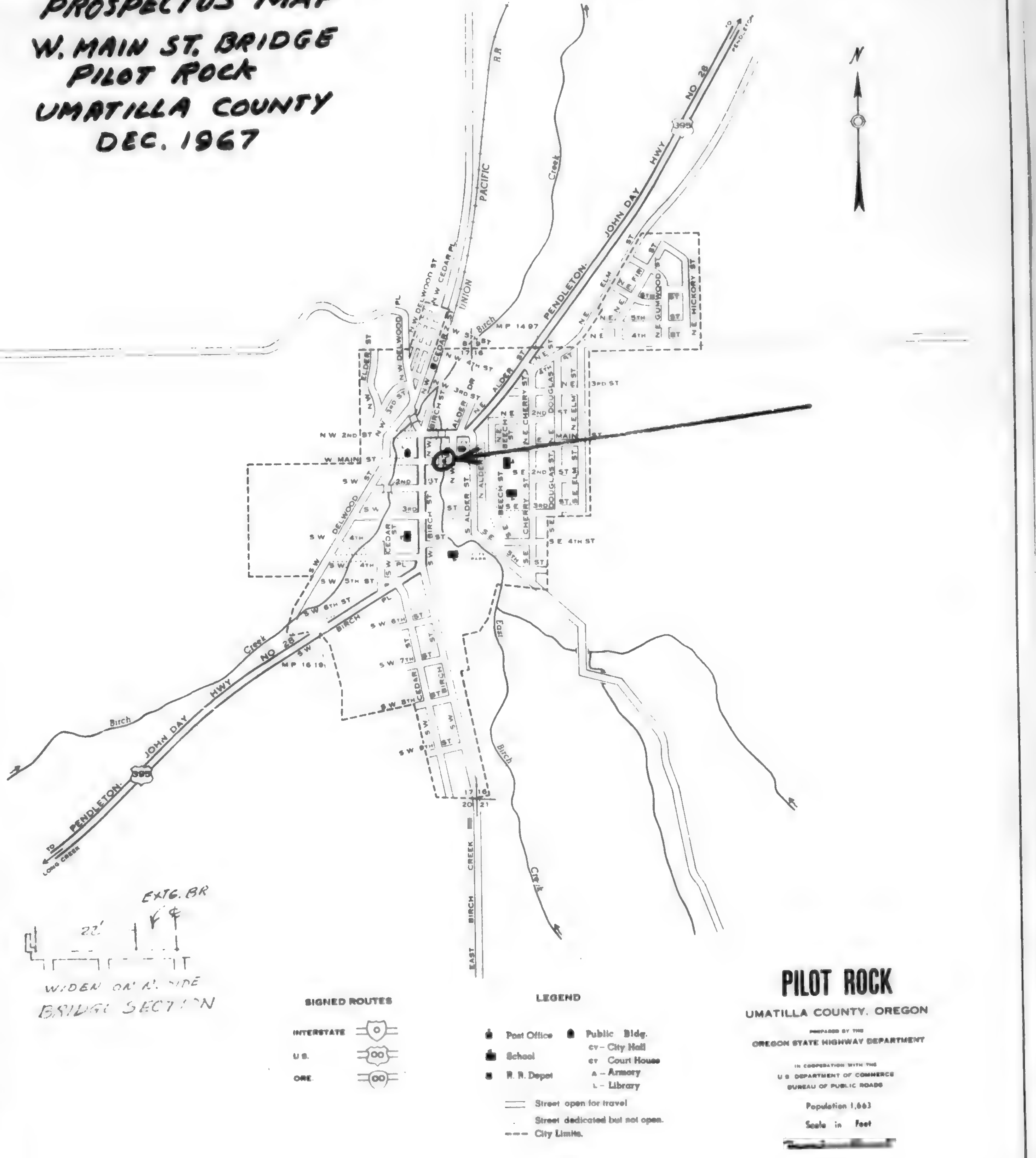
December 27, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER

NOTED
FORREST COOPER

VED
DEC 27 1967
ICE OF
HIGHWAY ENGINEER

PROSPECTUS MAP
W. MAIN ST. BRIDGE
PILOT ROCK
UMATILLA COUNTY
DEC. 1967


N
PENDLETON-JOHN DAY HWY NO 28
395
TO PENDLETON
TO LONG CREEK
UNION PACIFIC R.R.
Creek
Birch Creek
Birch
MP 149.7
MP 161.9
N W 2ND ST
W MAIN ST
S W 2ND
S W 3RD
S W 4TH
S W 5TH ST
S W 6TH ST
S W 7TH ST
S W 8TH ST
S W DELWOOD ST
N W DELWOOD ST
N W ELDER ST
N W CEDAR ST
N W CEDAR PL
S W CEDAR ST
S W BIRCH ST
S W BIRCH PL
N ALDER ST
S ALDER ST
N E ALDER ST
ALDER DR
N E BEECH ST
S E BEECH ST
N E CHERRY ST
S E CHERRY ST
N E DOUGLAS ST
S E DOUGLAS ST
N E ELM ST
S E ELM ST
N E FIR ST
N E GUMWOOD ST
N E HICKORY ST
N E MAIN ST
3RD ST
4TH ST
5TH ST
S E 2ND ST
S E 3RD ST
S E 4TH ST
S E 5TH ST
PARK
EAST BIRCH CREEK
17 16
20 21
EXTG. BR
℄
22'
WIDEN ON N. SIDE
BRIDGE SECTION
SIGNED ROUTES
INTERSTATE
U S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.

PILOT ROCK

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,663

Scale in Feet

Revised April 1966

S.C.A. INVESTIGATION DATA

City of Pilot Rock Date April 19, 1967 Division V

No. previous projects 3

Street (s) [illegible]

[illegible]

Last project 1967 (approved) (year)

Total SCA Funds to date $ 64,120 (Est.)

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete [illegible]

Surface width: ___ feet, Shoulder-shoulder width: ___ feet

C-C width: ___ feet, Right-of-way width: ___ feet

Remarks: [illegible]

[illegible]

MET with Bob [illegible]

PROPOSED

Surfacing: A.C. ___ Oil ___ Gravel ___ Concrete [illegible]

Pave width: ___ feet Shoulder width: ___ feet C-C width: ___ feet

Thickness of: A.C. ___ inches, Leveling ___ inches, Base ___ inches

Length: ___ feet, ___ mile. Type curb: ___

Remarks: [illegible]

[illegible]

[illegible]

[illegible] good project

ESTIMATE

Item	Unit	Gross*	Price	Amount
	All	All	L.S.	$
Clearing				
General Excavation	c.y.			
Drainage Excavation	c.y.			
Culvert Pipe	lin. ft.			
Base Material (1-1/2-0)	c.y.			
Level Material (3/4-0)	c.y.			
Asphalt	ton			
Inlets	ea.	BRidge		
Manholes	ea.		L.S	
Concrete Curbs	c.y.			
Concrete Walks and Drives	sq. yd.			
Watering	M/gal.			
Extra for Approaches	ea.			
Adjust. Inlets and M.H.'s	ea.			
Other				

* Items include 10% allowance.

Total $ ___

Engineering & Contingencies (20%) ___

TOTAL $ 25,000

City's Estimated Share of Survey ___

TOTAL ESTIMATED COST $ 25,000

RECEIVED
MAR [illegible] 1967
ENGINEER
COUNTY & CITY DIVISION

SCA

NOTED
RICHARD UNREIN

BRIDGE PROJECT DATA, CITY OF Pilot Rock, DATE 10 March 1967

TO BE FINANCED BY SPECIAL CITY ALLOTMENT FUND AND NECESSARY CITY FUNDS.

1. Street Name: West Main Street

2. Name of River or Stream: East Birch Creek

3. Name of Bridge: Main Street Bridge

4. Does City wish a particular type of bridge design? Yes ______ No x

If "Yes," explain type desired: ______

5. Desired roadway width of bridge: same south side of bridge

6. Are sidewalks desired? Yes ______ No x

7. Width of sidewalks: ______

8. Is sidewalk desired on upstream side of bridge? Yes ______ No ______

9. Is sidewalk desired on downstream side of bridge? Yes ______ No ______

10. Can street be closed during construction? Yes x No ______

11. Will detour be required? Yes x No ______

12. Will detour be constructed and maintained by City? Yes x No ______

13. Will detour be constructed and maintained by contractor? Yes ______ No x

14. Will City construct approaches or connections? Yes ______ No x

15. Will contractor construct approaches or connections under contract?

Yes x No ______

16. State width of traveled roadway: ______ Width of shoulders ______

17. Will additional right-of-way be required? Yes ______ No x
NOTE: Right-of-way costs must be paid by City.

18. Does City wish State to prepare option forms for City's use in acquiring right-of-way? Yes ______ No x

19. Will old bridge remain in place? Yes x No ______

20. Will old bridge be removed by contractor? Yes ______ No x

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

21. Will old bridge be removed by City? Yes______ No x

22. Does City wish old bridge salvaged for future use? Yes______ No x

23. Does City wish lightpost bases and conduit installed? Yes______ No x

24. Does City wish complete job of illumination in project? Yes______ No x
NOTE: Illumination costs must be paid by City.

25. Will any of the following utilities be attached to this structure?

(a) Water Mains: Yes______ No x Size______

(b) Sanitary Sewer Mains: Yes______ No x Size______

(c) Storm Sewer Mains: Yes______ No x Size______

(d) Gas Mains: Yes______ No x Size______

(e) Power Lines: Yes______ No x

(f) Telephone Lines: Yes______ No x

(g) Other Utilities? none
NOTE: City to adjust utilities if required, at no cost to State.

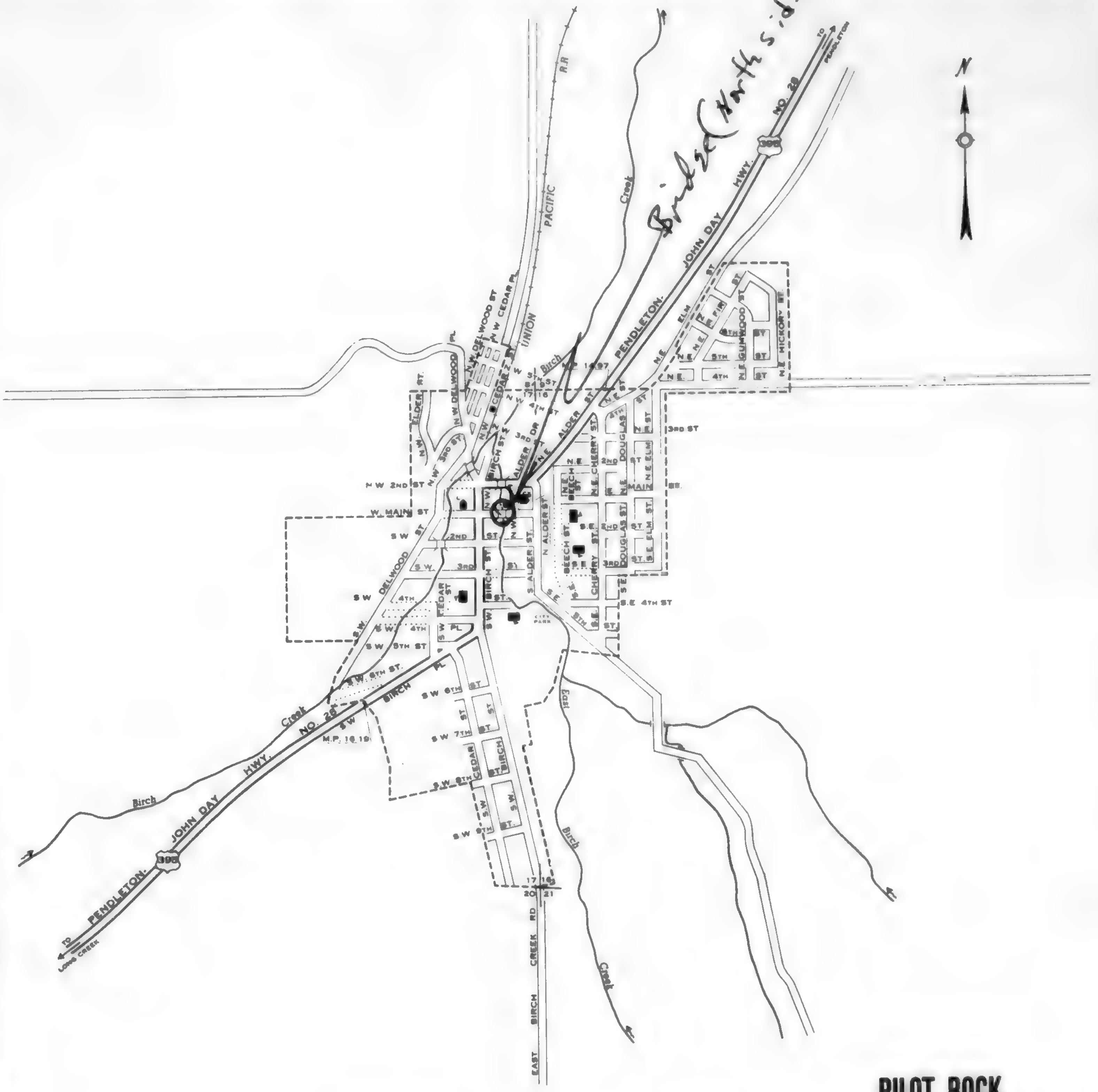
26. General remarks: The bridge project in this request is the widening of the bridge on the North side to the curb line on the north side of Main Street.

By Joe Tolar
Mayor

By Bud E Caon
City Recorder or City Manager

By______
City Engineer

NOTED
RICHARD UNREIN


Bridge (North side)
N
TO PENDLETON
PENDLETON-JOHN DAY HWY. NO. 28
395
PACIFIC
UNION
R.R.
Creek
Birch
N.W. DELWOOD ST
N.W. CEDAR PL
N.W. CEDAR ST
N.W. ELDER ST
N.W. 3RD ST
N.W. 2ND ST
W. MAIN ST
S.W. 2ND ST
S.W. 3RD
S.W. 4TH
S.W. 5TH ST
S.W. 6TH ST
S.W. 7TH ST
S.W. 8TH ST
S.W. 9TH ST
S.W. DELWOOD ST
S.W. CEDAR ST
S.W. BIRCH ST
S.W. BIRCH PL
N. ALDER ST
S. ALDER ST
N.E. ALDER ST
N.E. BEECH ST
S.E. BEECH ST
N.E. CHERRY ST
S.E. CHERRY ST
DOUGLAS ST
N.E. ELM ST
N.E. FIR ST
N.E. GUMWOOD ST
N.E. HICKORY ST
N.E. 2ND ST
N.E. 3RD ST
N.E. 4TH ST
N.E. 5TH ST
N.E. 6TH ST
MAIN ST
S.E. 2ND ST
S.E. 4TH ST
S.E. 5TH ST
CITY PARK
M.P. 14.97
M.P. 16.19
17 16
20 21
EAST BIRCH CREEK RD
TO LONG CREEK

SIGNED ROUTES

INTERSTATE
U.S
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

PILOT ROCK

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,663

Scale in Feet

Revised April 1966

NOTED
RICHARD UNREIN

3-6-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Pilot Rock is an incorporated city of the State of Oregon and has a population of 1660 as given by the latest official census; and

WHEREAS, the following streets of said city, West Main and more specificaly the north side of Main Street bridge that crosses East Birch Creek, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
[illegible] 8 - 1967
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Pilot Rock does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Dick Partney as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of March, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

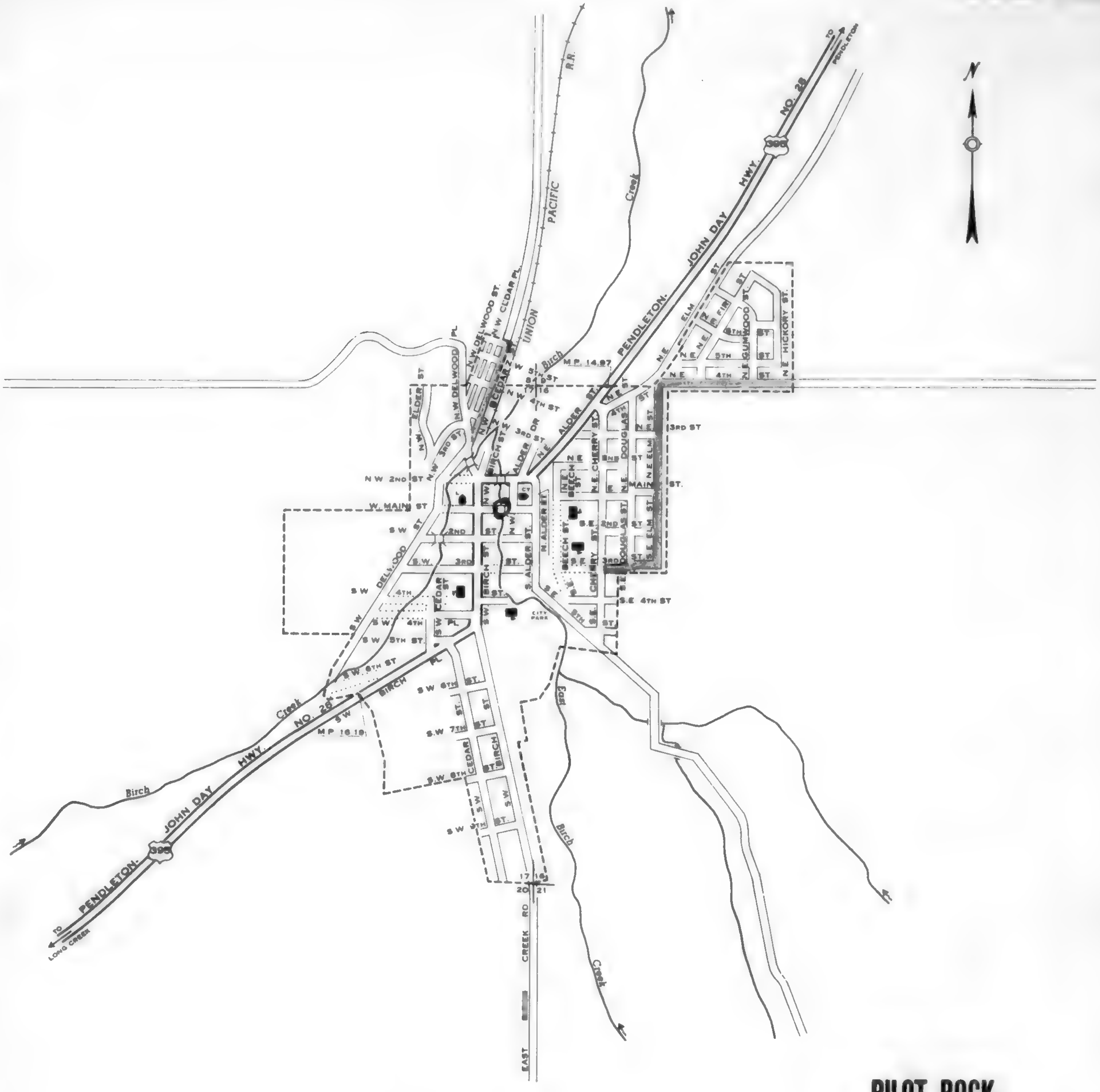
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Pilot Rock at a regular or special meeting of said Council, held on the 6th. day of March, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th. day of March, 1967.

Bud E. Coon
City Recorder

NOTED
RICHARD UNREIN



N
TO PENDLETON
PENDLETON - JOHN DAY HWY. NO. 28
395
UNION PACIFIC R.R.
Creek
Birch
M.P. 14.97
M.P. 16.18
N.W. DELWOOD ST.
N.W. CEDAR PL.
N.W. ELDER ST.
N.W. 3RD ST.
N.W. 2ND ST.
W. MAIN ST.
S.W. 2ND
S.W. 3RD
S.W. 4TH
S.W. 5TH ST.
S.W. 6TH ST.
S.W. 7TH ST.
S.W. 8TH ST.
S.W. DELWOOD ST.
S.W. CEDAR PL.
S.W. BIRCH ST.
N.E. ALDER ST.
N.E. CHERRY ST.
N.E. DOUGLAS ST.
N.E. ELM ST.
N.E. FIR ST.
N.E. GUMWOOD ST.
N.E. HICKORY ST.
N.E. 3RD ST.
N.E. 4TH ST.
N.E. 5TH ST.
MAIN ST.
S.E. 2ND ST.
S.E. 4TH ST.
S.E. 5TH
CITY PARK
17 16
20 21
EAST CREEK RD.
TO LONG CREEK
PENDLETON - JOHN DAY HWY. NO. 28

SIGNED ROUTES
INTERSTATE
U.S
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.

PILOT ROCK

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,663

Scale in Feet

Revised April 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

RECEIVED
FEB 28 1967

330-1791

7139

February 21, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 12, 1967, which enclosed the prospectuses for location surveys for:

1. West Main Street Bridge Section, West Main Street, Pilot Rock, Umatilla County.
2. Ingle Creek Road Section, City of Mt. Vernon, Grant County.

These projects have been reviewed by our field personnel and their reports indicate that no damage to the fishery resource should result from this construction.

The projects are approved and the opportunity to offer comments is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC

2-23-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
A. F. Parson (4)
fp

RECEIVED
FEB 23 1967
OFFICE
HIGHWAY

Routing
Morgan
Becker
Sand
Barbee
Walker
Glenn
Sawn

RECEIVED
FEB 2[illegible] 1967
CONSTRUCTION
DIVISION

Ross
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 17 1967

FOR FILING
330-1726
7139

1-16-67

Prefix No. 330-1473

ADDENDUM "A" TO LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET, PILOT ROCK
UMATILLA COUNTY

The following addendum is submitted to revise and correct the location prospectus on the West Main Street Bridge Section, a street in the city of Pilot Rock.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete the fifth sentence which reads: "Pilot Rock will construct the approaches."

PARAGRAPH 5 THROUGH 8: Correct as per original prospectus.

January 16, 1967

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1967
FOR FILING
330-1736

7139

1-11-67

Prefix No. 330-1473

LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET, PILOT ROCK
UMATILLA COUNTY

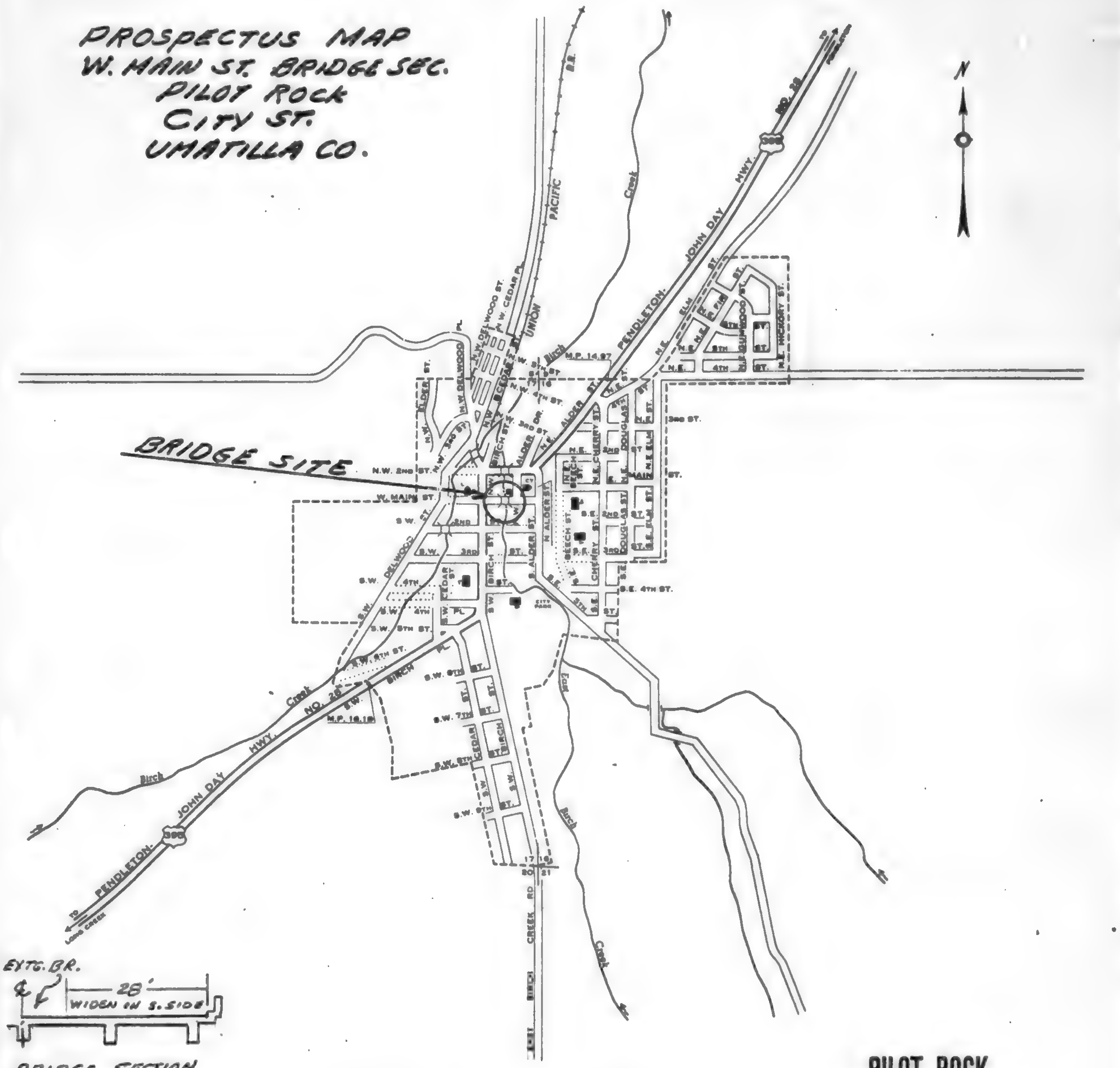
HIGHWAY:	West Main Street, not on Federal-aid or State system.
TERMINI:	Structure site is where West Main Street crosses Birch Creek.
PROGRAM:	1967 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for the widening of the existing bridge. Reconnaissance will not be necessary. Soils investigations will be conducted. An economic analysis is not needed. Pilot Rock will construct the approaches. The street can be closed during construction.
CHARACTERISTICS:	There is no traffic data available on this section.
TYPICAL SECTION:	Existing 70 feet curb to curb section, City to construct approaches.
BRIDGE:	The City requests a widened structure with 28-foot additional clearance on the southerly side.
AGREEMENTS:	Routine negotiations for Special City Allotment Project.

January 11, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

PROSPECTUS MAP
W. MAIN ST. BRIDGE SEC.
PILOT ROCK
CITY ST.
UMATILLA CO.


BRIDGE SITE
N
PENDLETON-JOHN DAY HWY. NO. 28
395
M.P. 14.97
M.P. 16.16
UNION PACIFIC R.R.
Birch Creek
W. MAIN ST.
N.W. 2ND ST.
S.W. 3RD
S.W. 4TH
S.W. 5TH ST.
S.W. 6TH ST.
S.W. 7TH
S.W. 8TH
S.W. 9TH
S.E. 4TH ST.
BIRCH CREEK RD.
CITY PARK
EXTG. BR.
28'
WIDEN ON S. SIDE
BRIDGE SECTION

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CH – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

PILOT ROCK

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,663

Scale in Feet

Revised April 1965

333-1707 Dufur (North 1st St.) Sec. 1968
City Street (Paving)

#7140

CYA 3283

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96652

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-4-68	CC 1140		333-1107-295

NOTED
H. S. COX

City of Dufur
PO Box 115
Dufur, Oregon 97021

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Jeanne Robertson, City Recorder			
Final Billing:			
Special City Allotment project on North 1st Street, Contract 7141. Covered by agreement dated March 3, 1967.			
City's advance deposit			140.00
As per attached statement:			
Final Cost		72,359.39	
Agreed State share		72,359.39	
			None
To be refunded			140.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received
By

RECEIVED
OCT 7 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Aransmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR J. HOLMES

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October 3, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7141 Prefix 333-1707 Survey Prefix 333-1498

Street North First Street

City Dufur

Payments to Contractor..(See attached voucher.)	$ 20,167.75
Engineering and Contingencies........................	2,191.63
Survey... Total: $ 2,546.56 Pro-rata Share........................	—
TOTAL............	$ 22,359.38
Agreed State Share	22,359.38
Agreed City Share	$ —
City Advance Deposit	$ 160.00
REFUND DUE CITY	160.00

NOTED
H. S. COX

Reference: Outside Billing oo-1140

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE
RU:mm

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	WASCO
CONTRACT NO.	7141
ESTIMATE NO.	2 Fi
HIGHWAY	CITY STREET N 1ST IN DUFUR
FEDERAL AID PROJECT NO.	
SECTION	N 1ST ST DUFUR

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	WATERING	M GALS	7.5000	27.2
002	PREPARATION OF OLD ROADBED	MILE	2,000.0000	.4
003	3/4IN-0 MATERIAL IN BASE	CU YDS	3.7500	910.00
004	CLASS B ASPHALT CONCRETE	TONS	12.5000	1,250.5

DATE 6/7/6[illegible] 7141	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 3272	% RETAINED ON CONTRACT ITEMS
CHECKED BY [illegible]	FORCE ACCOUNT
ENGINEER OR AUDITOR [illegible]	TOTAL PAYMENTS

CONTRACT NO. 7141	ESTIMATE NO. 2 Final	PREFIX NO'S. 333-1707-201 (41) 37.50 Dr. 333-1707-204 (41) 1,092.88 Dr.
FEDERAL AID PROJECT NO.		

IN DUFUR

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
GALS	7.5000	27.200	204.00	204.00	
.E	2,000.0000	.460	920.00	920.00	
YDS	3.7500	910.000	3,412.50	3,375.00	37.50
NS	12.5000	1,250.500	15,631.25	15,631.25	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	[illegible]	[illegible]	[illegible]
% RETAINED ON CONTRACT ITEMS		1,092.88	1,092.88
FORCE ACCOUNT			
TOTAL PAYMENTS	20,167.75	19,037.37	1,130.38

RECEIVED
AUG 14 1968

333-1707

7141

August 13, 1968

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7141 awarded to Interstate Paving Company for paving on North 1st street in the city of Dufur in Wasco County was completed on June 13, 1968, and accepted by the Highway Commission on August 12, 1968.

Final payment in the amount of $1,130.38 will be released to the contractor after August 20, 1968. The total contract amount is $20,167.75 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97508

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 13 1968
FOR FILING

333-1707

7141

August 12, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 13, 1968, on Contract No. 7141. The contract was with Interstate Paving Company and was for paving of the Dufur (North First Street) Section in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 12 and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

FBK:ajw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

3-1707
7141

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Dufur (N. First St.)
WEEK ENDING: August 3, 1968
SECTION PREFIX: 333-1707
HIGHWAY: City Street
COUNTY: Wasco
NAME OF JOB: Dufur (N. First Street)
KIND OF WORK: Paving
CONTRACTOR: Interstate Paving Company
CONTRACT NUMBER: 7141
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1968
DATE WORK STARTED: June 3, 1968
ESTIMATED COMPLETION DATE: June 13, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: N/A
SPECIFIED CALENDAR DAYS: 30
WORK DAYS USED: N/A
CALENDAR DAYS USED: 14
SPECIFIED COMPLETION DATE: N/A
PERCENT OF TIME ELAPSED: 47%
PROJECT AUTHORIZATION: $ 25,141.34
EXCLUSIVE OF ENGINEERING: $ 22,945.59
ENGINEERING AUTHORIZATION: $ 2,195.75
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,167.75
ENGINEERING COST TO DATE: $ 2,029.35
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88%
ESTIMATED PERCENT: UNDERRUN 12.1 %
PERCENT OF AUTHORIZATION: 92.4 %
DATE PROJECT WAS COMPLETED: June 13, 1968

Including Engineering: UNDERRUN 11.8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.46			0.46
MILES PARTIALLY COMPLETED		0.46			0.46
MILES COMPLETED		0.46			0.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)		900 cy			1,390.0 tons
TOTAL QUANTITIES CORRECTED TO DATE		910 cy			1,250.5 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		910 cy			1,250.5 tons
AVERAGE DAILY QUANTITIES		-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-			-
NUMBER OF SHIFTS PER DAY		-			-
HOURS PER SHIFT		-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny	-		Project completed.
MONDAY	Sunny			
TUESDAY	Sunny			
WEDNESDAY	Sunny			
THURSDAY	Sunny			
FRIDAY	P. Cloudy			NOTED
SATURDAY	P. Cloudy			R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project has been completed. The Semi-Final Estimate for this project was submitted on Monday 29 July 1968 to the Division Office.

Mr. Al Rear, Asst. Bridge Eng'r., was in the office on Thursday of this week.

SIGNED J S Sawyer
J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

PHONE 467-2349

City of Dufur

P. O. BOX 145
DUFUR, OREGON 97021

June 27, 1968

Mr. Josh Sawyer, Engineer
Oregon State Highway Department
Seufert Park Road
The Dalles, Oregon 97058

Dear Mr. Sawyer:

Reconstruction of First Street has been completed and the work has been found satisfactory.

Our thanks for your assistance and cooperation on this project.

Very sincerely yours,

Jeanne Robertson

Jeanne Robertson
City Recorder

NOTED
RICHARD UNREIN

RECEIVED
JUN 23 1968
J. S. SAWYER

NOTED
DON HARWELL

PHONE 467-2349

City of Dufur

P. O. BOX 145

DUFUR, OREGON 97021

May 21, 1968

Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Richard Unrein
Field Engineer

Gentlemen:

Thank you for your letter of May 20, 1968, and enclosed please find the check of the City of Dufur, Oregon, payable to your order in the amount of $160.00 to cover the advance deposit of the City of Dufur for anticipated costs in excess of $25,000.00 in respect to the paving of North First Street of Dufur, Oregon.

The City of Dufur, Oregon agrees to close and maintain the closure of North First Street to through traffic during construction of the project (paving of North First Street in Dufur). (The City of Dufur, Oregon shall save harmless and blameless and shall indemnify the Oregon State Highway Commission and its employees from all lawful claims, demands, damages, actions and suits, whatsoever, arising out of or as a result of said closure.)

If anything further is necessary upon our part to complete this matter, please advise.

Very truly yours,

Rex Denney Mayor

Jeanne Robertson, City Recorder

Copies to:
Floyd Query
F.B. Klaboe
F.D. [illegible]
L.H. Young
J.T. [illegible]

NOTED
RICHARD UNREIN

RECEIVED
MAY 22 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
[illegible]

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 20 1968
FOR FILING

May 21, 1968

AGENDA
MAY 29 1968
2c

Oregon State Highway Commission

Gentlemen:

On April 26, I requested your concurrence on the Engineer's recommendation for fourteen projects bid on April 25. Project No. 14 was for paving the Dufur (North 1st Street) Section in Wasco County. The low bid was 17.7 percent above the Engineer's estimate and the recommendation was to award. On May 2, you concurred in this recommendation.

As a result of this high bid and as a result of our $25,000 limitation on Special City Allotment Fund jobs, the project authorization would have required the City of Dufur to put up about $4,800.

Since the City does not have funds in this amount, we now request your concurrence to reject all bids as being too high. We also request your concurrence to negotiate a new contract at a lower price with the low bidder, Interstate Paving Company.

Chairman Jackson verbally approved this recommendation on May 17. The item will be on the agenda at the May 29 meeting for concurrence.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
H. S. Cox
J. F. Putnam

NOTED
FLOYD QUERY

SCA

.PNX

CON PND TDL 37 5-21-68 11.45 AM

F D MORGAN ATTN. M D GLENN AND CITY COUNTY RELATIONS
J F PUTNAM

CONTRACT AT DUFUR, NO. 7140, DELETED AND FIELD NEGOTIATED FOR LEVELING COURSE MATERIAL ¾-0 AT $3.75 PER CUBIC YARD.

MATERIAL HAS BEEN PRODUCED FROM STATE QUERRY 2 MILES SOUTH OF BOYD.

LABORATORY NO. 855735 AND NO. 855736 SHOW ROCK.

WITHIN STATE SPECIFICATIONS. FIELD TESTS SHOW MATERIAL PRODUCED ALSO WITHIN STATE SPECIFICATIONS FOR GRADATION.

CITY OF DUFUR MAILED CHECK FOR THEIR PORTION OF COST TO SALEM THIS DATE.

J S SAWYER
CW
17.57
18.38.

RECEIVED
MAY 21 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-1233 50M 7-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible] 1968

3334-1707

7141

May 20, 1968

Mrs. Jeanne Robertson
City Recorder
P.O. Box 145
Dufur, Oregon 97021

Dear Mrs. Robertson:

On April 25, 1968, the State Highway Commission opened bids on the 1967 Special City Allotment project on North First Street in Dufur. Upon being advised of the low bid submitted by Interstate Paving Company of The Dalles, the City of Dufur expressed its inability to participate due to insufficient funds.

From the subsequent meeting in Judge Kortge's office on May 7, with representatives of the City, contractor, and State, and from other discussions, it is our judgment that the public interest would be best served by negotiating a contract with Interstate Paving Company, primarily upon the terms as discussed at the May 7 meeting.

NOTED
FORREST COOPER

Therefore, the State has rejected all bids received on April 25 and has negotiated a contract with Interstate Paving Company. The anticipated cost, based upon the contract, is as follows:

Item	Unit	Qty.	Price	Amount
1. Watering	M/Gal.	25	$ 7.50	$ 187.50
2. Preparation of old roadbed	Mile	0.46	2000.00	920.00
3. 3/4"-0" material in base	Cu.Yd.	900	3.75	3,375.00
4. Class "B" asphaltic concrete	Ton	1390	12.50	17,375.00
			Total...	$21,857.50
Anticipated Additional Items: Tack Coat........				100.00
			Total...	$21,957.50
Engineering & Contingencies (14-1/2%)...........				3,183.84
			Total...	$25,141.34
Estimated City Share of Preliminary Engineering.				14.62
			TOTAL ANTICIPATED COST	$25,155.96

Before this contract can be awarded, we need an advance deposit from the City for the anticipated costs in excess of $25,000 - or say, $160.

We also need a written statement from the City agreeing to close and maintain the closure of North First Street to through traffic during construction of the project. The statement should contain wording to the effect that "City shall save harmless and blameless and shall indemnify the State Highway Commission and its employees from all lawful claims, demands, damages, actions and suits, whatsoever, arising out of or as a result of said closure."

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Field Engineer

RU:mm

bc: Forrest Cooper
F. B. Klaboe
F. D. Morgan
L. H. Young
J. F. Putnam
J. S. Sawyer

RECEIVED
MAY 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

355-1707

7141

bc J. F. Putnam
Josh Sawyer
F. D. Morgan
L. H. Young
H. S. Cox
R. L. Porter
F. B. Klaboe
I. D. Merchant
C. D. Matthis (SIAC)

May 17, 1968

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97508

Re: Dufur (N. 1st Street) Section

Gentlemen:

On April 25, 1968, the State Highway Department received bids on the subject-named project. You were the low bidder; however, the bid was considerably over the Engineer's estimate, and the city was unable to meet their financial responsibility because of the total cost.

Subsequently you were contacted by Mr. Josh Sawyer, Resident Engineer at The Dalles, and through negotiation agreed to delete from Contract No. 7140 the item for Temporary Protection and Direction of Traffic, Bid Item No. 1. Also, the air-degradation requirements were deleted for the manufacture of stone base. This has resulted in a lower cost of the work, the revised contract amount being $21,857.50.

In view of the foregoing facts, the State Highway Commission chooses to reject the bid received April 25, 1968, for Contract No. 7140. However, I am forwarding herewith three copies of a revised Contract No. 7141 for the work as altered. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

LHY:ia:FQ:wln
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn. & Portland, Ore.

RECEIVED
APR 29 1968

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH [illegible]~~
WASCO
~~DAVID B. SIMPSON, MEMBER~~
PORTLAND

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

533-1717
7140

April 26, 1968

Mrs. Jeanne Robertson
City Recorder
P.O. Box 145
Dufur, Oregon 97021

Dear Mrs. Robertson:

On April 25, 1968, the State Highway Commission opened bids on the 1967 Special City Allotment project on North First Street in Dufur. The apparent low bid was submitted by Interstate Paving Company of The Dalles and the anticipated cost based on the bid is as follows:

Contractor's bid	$24,882.50
Anticipated additional items	850.00
TOTAL	25,732.50
Engineering & contingencies (14-1/2%)	3,731.21
TOTAL	29,463.71
Estimated city share of preliminary engineering	318.15
TOTAL ANTICIPATED COST	$29,781.86

Although this bid exceeded our estimate of costs, we believe that it will be as low a bid as we can expect in your area. One other bid was submitted by R. L. Coats of Bend and the total anticipated cost based upon this bid is $49,239.00.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $4,780.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein

Richard Unrein
Field Engineer

NOTED
F. B. KLABOE

RU:eb
bc: F. B. Klaboe
J. F. Putnam, Div. Engr.
F. D. Morgan
L. H. Young

SCA6

Dufur (N. 1st St) Section

Cost Estimate

NOTED
H. S. COX

Item No	Item	Quantities	Unit Price	Amount
1	Temporary Protection and Direction of Traffic	All Specified		500-
2	Watering	25 M-Gal	5.00	125-
3	Preparation of Old Roadbed	0.46 mile	500-	230-
4	3/4"-0 Material in Base	900 Cu.Yds.	4.00	3600-
~~5~~	~~3/4"-0 Aggregate in Prime Coat~~	~~50 " "~~	~~6.50~~	~~325-~~
~~6~~	~~RC-250 Asphalt in Prime Coat~~	~~8 Tons~~	~~80.00~~	~~640-~~
7	Class "B" Asphalt Concrete	1390 "	12.00	16,680-

~~22100~~

~~850-~~

~~22950~~

~~3327.75~~

~~$26,277.75~~

Share + P.E ~~92.25~~

~~$26,370.00~~

NOTED
HAROLD REYNOLDSON

$21,135
850
$21,985
3,187.83 +14½%
$25,172.83
~~10.30~~ ← Share + P.E
$25,183.13

REVISED
NO PRIME COAT.

Extra Items

Flagging	100-
Tack Coat	100
Signing	650
	$850

RECEIVED
MAR - 8 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

3-8-68 called city & informed them of est. cost

3-22-68 Dufur City Recorder called re: est cost. City would be unable to handle $1,370 share. I advised her than prime coat could be left out or it may be able to leave it in & eliminate later. Spec's says it would have to left out completely - OK with Barbee. Spec's & plans being revised to eliminate prime coat. fl.

NOTED
MAINOR C. HOLMES

City Recorder notified as above 3-25-68 S.

NOTED
DON [illegible]

RECEIVED
MAR 7 - 1967
FOR FILING

333-1707
7140

March 7, 1967

City of Dufur
City Hall
Dufur, Oregon 97021

MISC. CONTRACTS and
AGREEMENTS No. 3283

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Dufur in Wasco County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

March 6, 1967

Mrs. Jeanne Robertson
City Recorder
Box 145
Dufur, Oregon 97021

Dear Mrs. Robertson:

Enclosed are ten original option forms in triplicate covering slope easements to be acquired in connection with the 1967 Special City Allotment project on North First Street in Dufur.

These options are for your use in acquiring the slope easements. After the options have been properly executed they should be presented to your city attorney who should in turn record them with Wasco County. When you have secured the easements, please execute the two enclosed right of way clearance certificates and forward one copy to this office and notify Wasco County so they may procede with their portion of this project.

Also enclosed are two prints of Map No. 10C-45-6 covering this area.

Your earliest consideration in this matter would be appreciated. If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr
Ecl.
cc: Rex Kniestedt
County Roadmaster
bc: J. F. Putnam
L. M. Stratton
E. F. Saling
F. D. Morgan

FORM E-30 3CM 10-66

RECEIVED
MAR 6 - 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1967

SUBJECT: OPTIONS
First Street (Dufur)
City Street
City of Dufur

To: Mr. H. S. Cox
County-City Engineer
BUILDING

Attached you will find 10 original option forms in quadruplet covering easements to be acquired in connection with the First Street Section in City of Dufur in Wasco County. This contract is scheduled for letting on March 23, 1967.

Enclosed for your information is a copy of the Authorization list.

We are attaching three prints of map number 10C-46-6 covering this area and bearing our date of February 28, 1967.

File No.	Name	Area			
41263-A	B. J. McCaughey, et ux	3,000	sq.	ft.	
41263-B	W. Rex Denney, et ux	500	"	"	
41263-C	Claude A. Robertson, et ux	500	"	"	P 1
		1,000	"	"	P 2
41263-D	Kenneth E. Caldwell	4,000	"	"	
41263-E	La Verne Lindhorst, et ux	1,000	"	"	
41263-F	Ethel N. Vader, et vir	938	"	"	
41263-G	Robert H. Wagenblast, et ux	225	"	"	
41263-H	Oscar Nystuen, et ux	2,000	"	"	
41263-I	George A. Marvel, et ux	2,000	"	"	
41263-J	Mary Ola Hill, et vir	1,060	"	"	

MS:jm
encs. 10 Options-Auth. list
3 Prints

cc: J. F. Putnam-1 Print
Harold Brainerd-1 Print

Earl F Saling
EARL F. SALING
Right of Way Office Manager

Form E-353 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street
County Wasco
Unit
Survey Approved
Section First Street (Dufur)
Sta. 3+00 Sta. 23+00
R/W Map No.
Cost Distribution

			CONTROL ACCESS				ACTION					PURPOSE					
File No.		NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
41263	A	B.J.McCaughey & June McCaughey				X			X			Slopes					
	B	W.Rex Denney & Sherma V.Denney				X			X			Slopes					
	C	Claude A.Robertson & Jeanne Robertson				X			X			Slopes					
	D	Kenneth E. Caldwell				X			X			Slopes					
	E	La Verne P.& Naomi I.Lindhorst				X			X			Slopes					
	F	Ethel N.Vader & Orison Earl Vader				X			X			Slopes					
	G	Robert H.& Shirley L.Wagenblast				X			X			Slopes					
	H	Oscar Nystuen & Mary E.Nystuen				X			X			Slopes					
	I	George A.Marvel & Kathryn E.Marvel				X			X			Slopes					
	J	Mary Ola Hill & Charles Kelley Hill				X			X			Slopes					

Submitted Floyd O. Scott Date FEB 27 1967
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

File 41263 A

REAL ESTATE OPTION

Grantor B. J. and June McCaughey Mail Address

Agent

Section First Street (Dufur) ~~County~~ ~~Road~~ City Street

Purpose Easement for slopes Desc. Checked by JS 2-27-67 100-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The North 15 feet of Block 14, SECOND ADDITION to the Town of Dufur, Wasco County, Oregon, containing 3,000 square feet.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,* and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($........) (of which $........ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19.......

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 B

REAL ESTATE OPTION

Grantor W. Rex and Sherma Dempsey Mail Address

Agent

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Easement for slopes Desc. Checked by JB 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~ a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The South 5 feet of Lot 3, Block 10, SECOND ADDITION to the Town of Dufur, Wasco County, Oregon, containing 500 square feet.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims

against the County, shall be paid the sum of .... DOLLARS

($..............................) (of which $.............................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 C

REAL ESTATE OPTION

Grantor Claude A. & Jeanne Robertson Mail Address

Agent

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Easement for slopes Desc. Checked by JS 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1 - A permanent easement for slopes over or across the following described parcel, to wit:

The South 5 feet of Lot 4, Block 10, SECOND ADDITION to the Town of Dufur, Wasco County, Oregon, containing 500 square feet.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

The North 5 feet of Block 15, SECOND ADDITION to the Town of Dufur, Wasco County, Oregon, containing 1,000 square feet.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($....................) (of which $.................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 D

REAL ESTATE OPTION

Grantor Kenneth E. Caldwell Mail Address

Agent

Section First Street (Dufur) County ~~Road~~ City Street

Purpose Easement for slopes Desc. Checked by JB 2-27-67 10C-16-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The North 15 feet of Block 27 and the North 5 feet of Block 28, in the FOURTH ADDITION of Dufur, Wasco County, Oregon, containing 4,000 square feet.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($..................) (of which $.................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19.........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 E

REAL ESTATE OPTION

Grantor La Verne P. & Naomi I. Lindhorst Mail Address

Agent

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Easement for slopes Desc. Checked by JS 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~Count~~y, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The South 5 feet of Block 22, FOURTH ADDITION of Dufur, Wasco County, Oregon, containing 1,000 square feet.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($........) (of which $........ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 F

REAL ESTATE OPTION

Grantor Ethel M and Orison Karl Vader Mail Address

Agent

Section First Street (Dufur) County Road City Street

Purpose Easement for slopes Desc. Checked by JB 2-27-67 10c-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 26, FOURTH ADDITION of Dufur, Wasco County, Oregon; the said parcel being described as follows:

Beginning on the West line of said Block 26 at a point 10 feet South of the Northwest corner of said block; thence North along said West line to said Northwest corner; thence East along the North line of said Block 26, a distance of 125 feet; thence South at right angles to said North line, 5 feet; thence Southwesterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 938 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims

against the County, shall be paid the sum of .... DOLLARS

($........................) (of which $........................ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19.......

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 G

REAL ESTATE OPTION

Grantor Robert M. & Shirley L. Wagenblast Mail Address ....

.... Agent ....

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Permanent Easement for slopes Desc. Checked by JS 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The North 3 feet of the East 75 feet of Block 26, FOURTH ADDITION to Dufur, Wasco County, Oregon, containing 225 square feet.

jb/tk

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,* and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims

against the County, shall be paid the sum of .... DOLLARS

($..........) (of which $.......... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... **(SEAL)**

.... **(SEAL)**

.... **(SEAL)**

.... **(SEAL)**

SCHEDULE OF MOVING WORK

File 41263 H

REAL ESTATE OPTION

Grantor Oscar and Mary E. Nystuen Mail Address

Agent

Section First Street (Dufur) County Road City Street

Purpose Easement for slopes Desc. Checked by JS 2-28-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The North 10 feet of Block 25, FOURTH ADDITION of Dufur, Wasco County, Oregon, containing 2,000 square feet.

jb/tk

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims

against the County, shall be paid the sum of .... DOLLARS

($........) (of which $........ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 "I"

REAL ESTATE OPTION

Grantor George A. and Kathryn E. Marvel Mail Address ....

.... Agent ....

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Easement for slopes Desc. Checked by JS 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

The North 10 feet of Block 34, FIFTH ADDITION to Dufur, Wasco County, Oregon, containing 2,000 square feet.

jb/tl

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($..............) (of which $.............. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File 41263 J

REAL ESTATE OPTION

Grantor Mary Ola and Charles Kelley Hill Mail Address

Agent

Section First Street (Dufur) ~~County Road~~ City Street

Purpose Easement for slopes Desc. Checked by JS 2-27-67 10C-46-6

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Dufur ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 33, FIFTH ADDITION to Dufur, Wasco County, Oregon; the said parcel being the North 10 feet of said Block 33.

The parcel of land to which this description applies contains 1,060 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Dufur. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims

against the County, shall be paid the sum of .... DOLLARS

($........) (of which $........ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

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In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

OREGON STATE H

Locat

FIRST STREET (DUF

CITY S

WASCO

Scale: 1 in

Traced by J.A.R.

DRG. NO.

STATE HIGHWAY DEPARTMENT

Located Line

DUFUR) SECTION

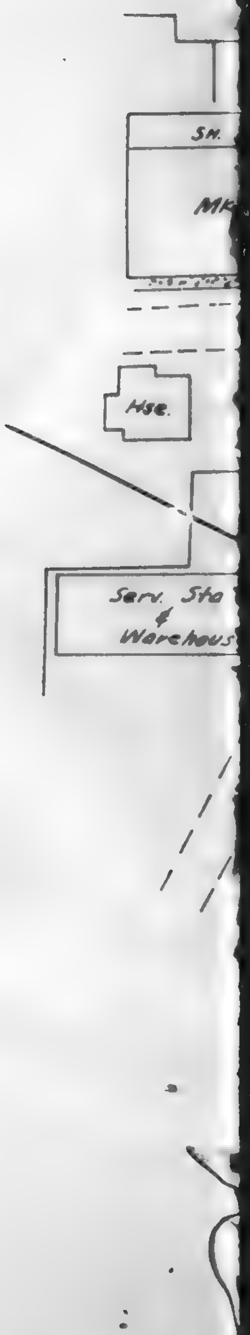
CITY STREET

WASCO COUNTY

Scale: 1 inch = 100 feet

J.A.R. Feb., 1967

DRG. NO. 10C-46-6


Sn.
Mk
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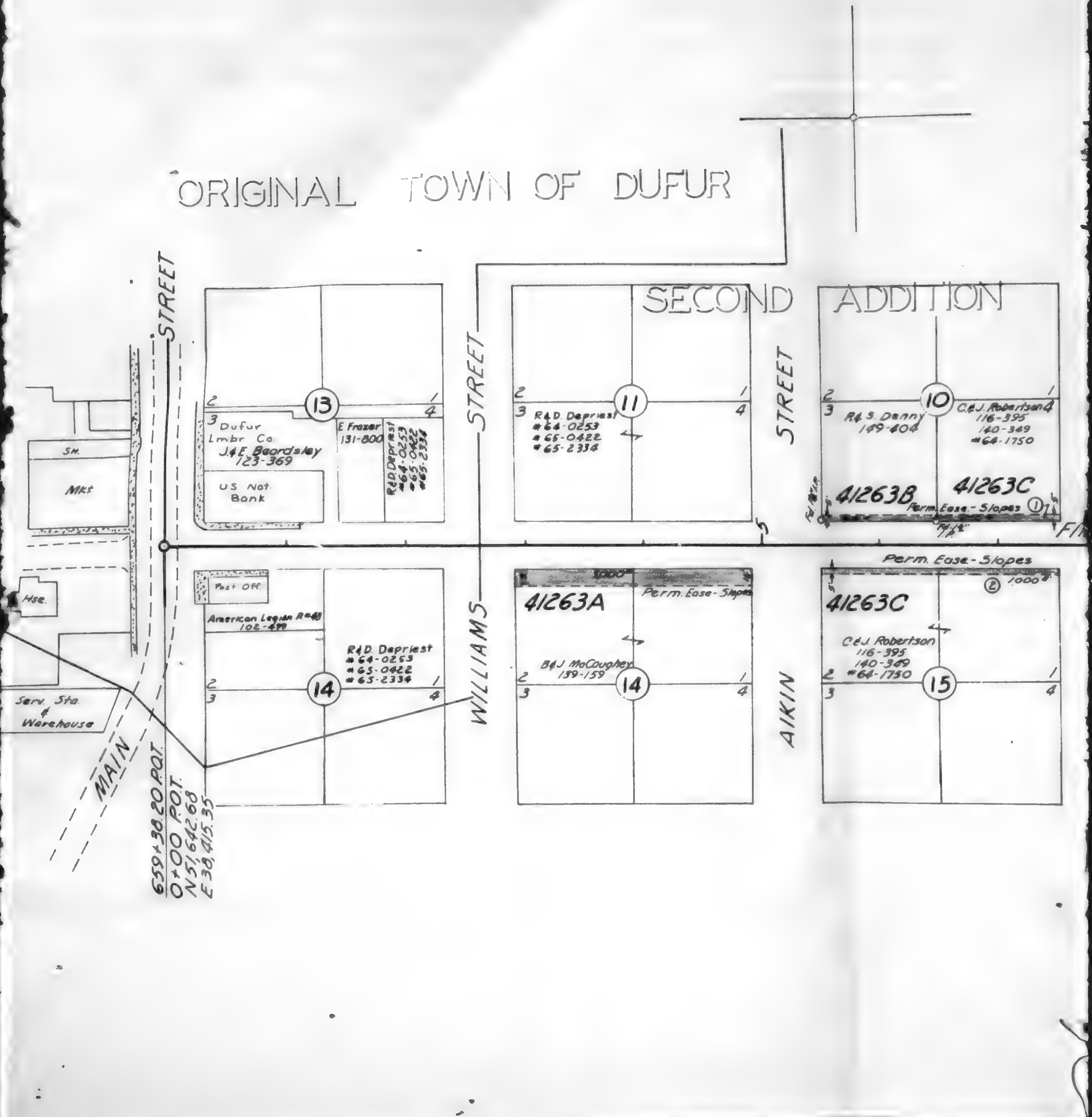
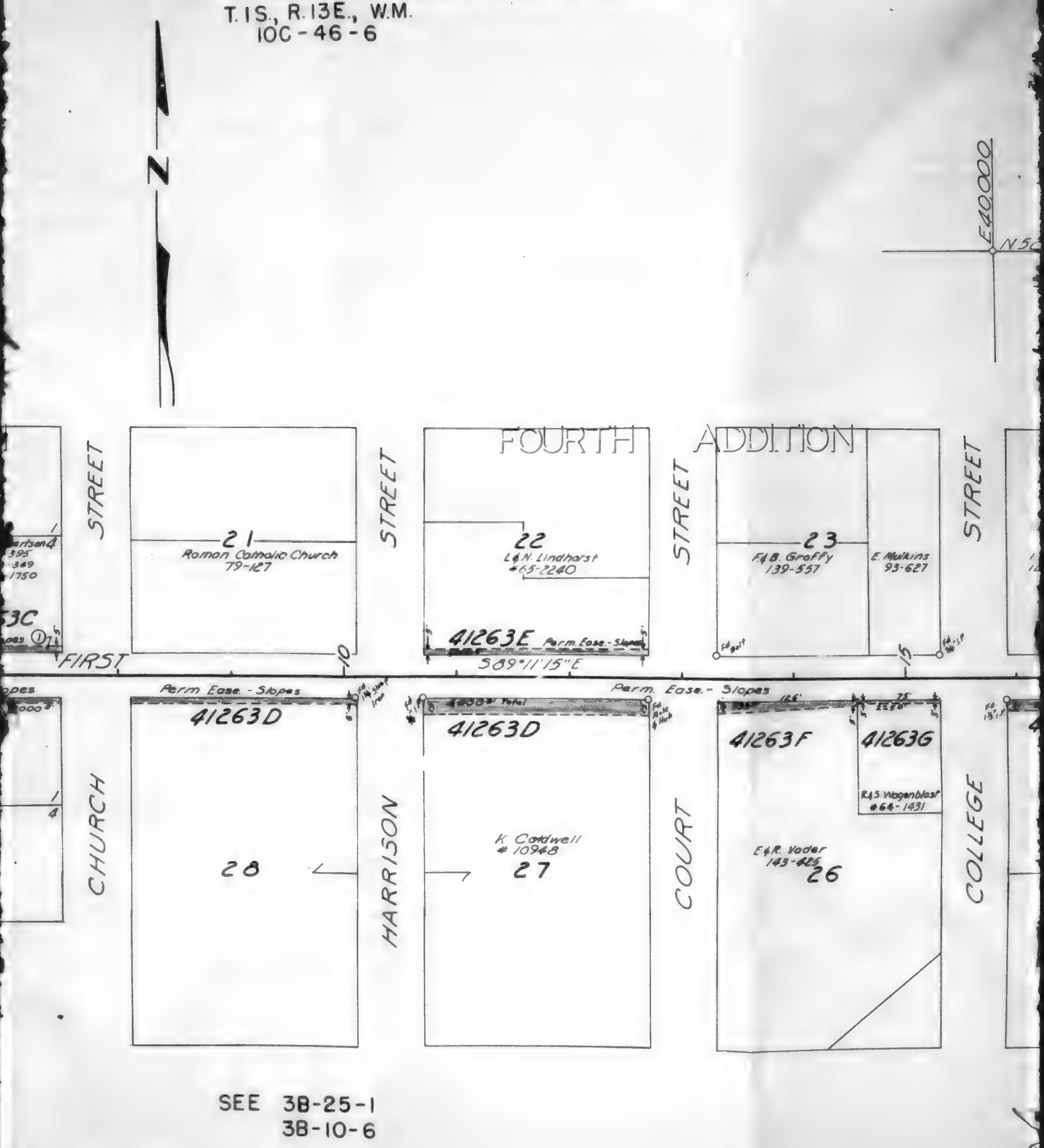
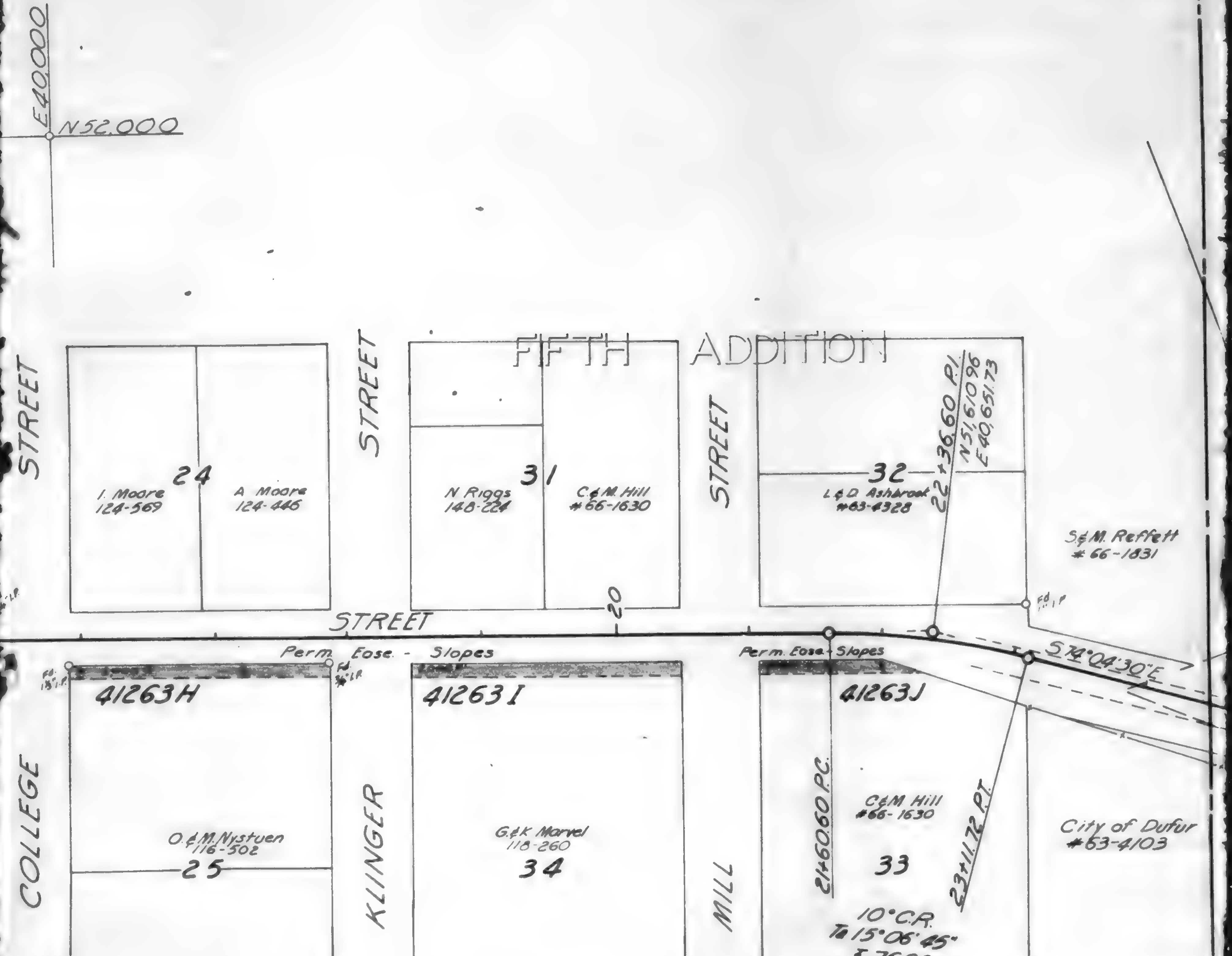
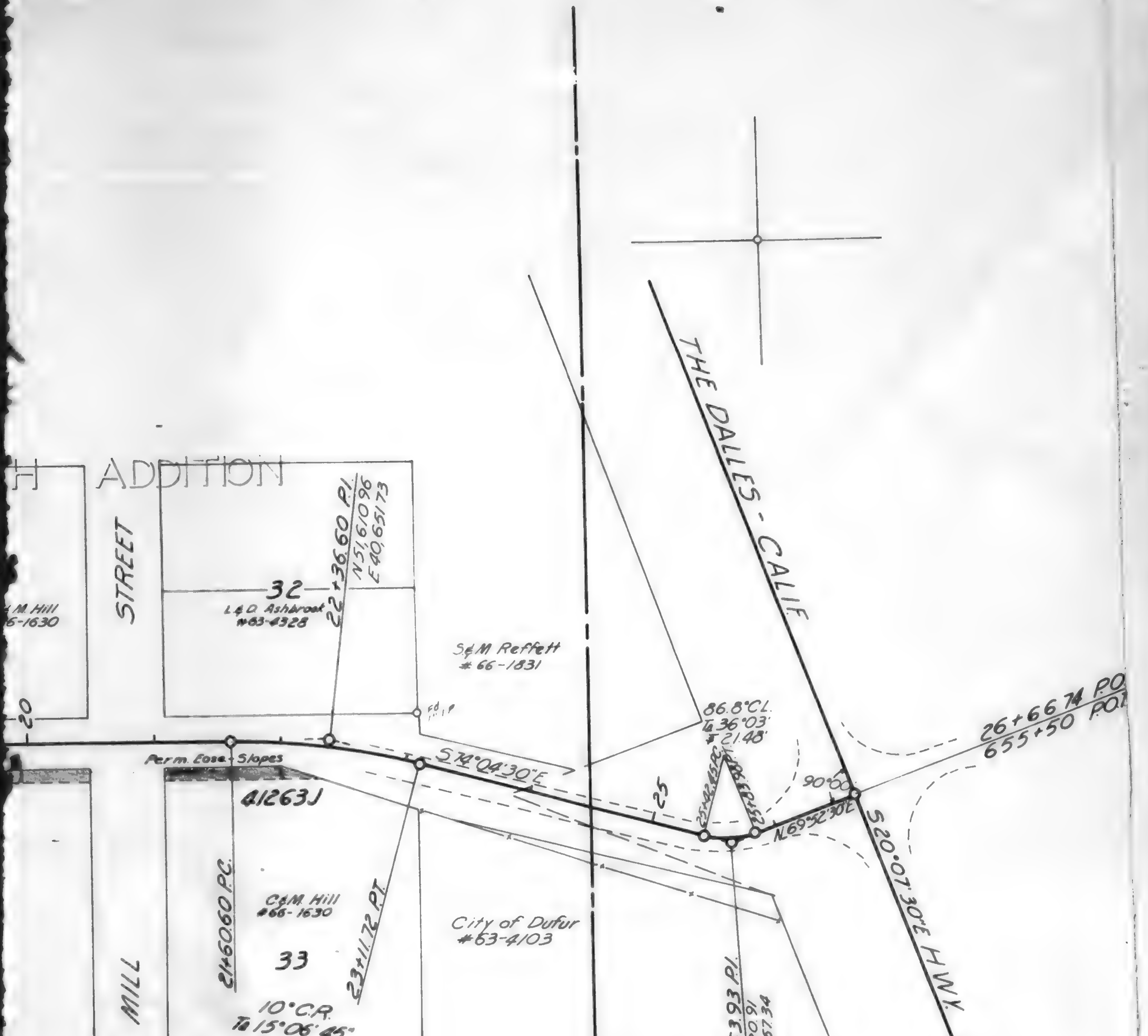
Warehous


ORIGINAL TOWN OF DUFUR
SECOND ADDITION
MAIN STREET
WILLIAMS STREET
AIKIN STREET
13
Dufur Lmbr Co.
J&E Beardsley 123-369
US Nat. Bank
E Frazer 131-800
R&D Depriest #64-0253 #65-0422 #65-2334
Sh.
Mkt
Hse.
Post Off.
American Legion R#48 102-499
R&D Depriest #64-0253 #65-0422 #65-2334
14
Serv. Sta. & Warehouse
659+38.20 P.O.T.
0+00 P.O.T.
N51,642.68
E38,415.35
11
R&D Depriest #64-0253 #65-0422 #65-2334
10
R&S Denny 149-404
C&J Robertson 116-395 140-349 #64-1750
41263B
41263C
Perm. Ease-Slopes ①
F/
Perm. Ease-Slopes
41263A
Perm. Ease-Slopes
B&J McCoughey 139-159
14
41263C
② 1.000'
C&J Robertson 116-395 140-349 #64-1750
15
1
2
3
4


T.1S., R.13E., W.M.
10C-46-6
N
E40000
N5C
FOURTH ADDITION
STREET
STREET
STREET
STREET
21
Roman Catholic Church
79-127
22
L&N. Lindhorst
#65-2240
23
F&B. Groffy
139-557
E. Mulkins
93-627
41263E
Perm. Ease.-Slopes
FIRST
10
15
S89°11'15"E
Perm Ease.-Slopes
Perm. Ease.-Slopes
41263D
41263D
41263F
41263G
R&S Wagenblast
#64-1431
CHURCH
HARRISON
COURT
COLLEGE
28
K. Caldwell
#10948
27
E&R. Vader
143-426
26
53C
SEE 3B-25-1
3B-10-6


E40,000
N52,000
FIFTH ADDITION
STREET
STREET
STREET
24
I. Moore 124-569
A. Moore 124-446
31
N. Riggs 148-224
C.&M. Hill #66-1630
32
L.&D. Ashbrook #63-4328
22+36.60 P.I.
N51,610.96
E40,651.73
S.&M. Reffett #66-1831
STREET
20
Perm. Ease. - Slopes
Perm. Ease.-Slopes
S74°04'30"E
41263H
41263I
41263J
COLLEGE
KLINGER
MILL
O.&M. Nystuen 116-502
25
G.&K. Marvel 118-260
34
21+60.60 P.C.
C.&M. Hill #66-1630
33
23+11.72 P.T.
10° C.R.
Δ 15°06'45"
T 76.00'
City of Dufur #63-4103
CITY LIMITS


H ADDITION
STREET
MILL
32
L.&O. Ashbrook
#63-4328
M. Hill
6-1630
22+36.60 P.I.
N51,610.96
E40,651.73
S.&M. Reffett
#66-1831
Fd. I.P.
20
Perm. Ease. Slopes
41263J
S74°04'30"E
25
86.8°C.L.
Ta 36°03'
Ʈ 21.48'
25+42.45 P.C.
90°00'
N.69°52'30"E
26+66.74 P.O.
655+50 P.O.T.
S.20°07'30"E HWY.
THE DALLES - CALIF.
21+60.60 P.C.
23+11.72 P.T.
C.&M. Hill
#66-1630
33
10°C.R.
Ta 15°06'45"
Ʈ 76.00'
City of Dufur
#63-4103
25+63.93 P.I.
N51,520.91
E40,967.34
CITY LIMITS
SEE 8B-27-5

ESTIMATE

1-25-67

FIRST ST.- CITY OF DUFUR
Wasco County
Prefix No. 333-1498
Lowell Stratton, Resident Engineer

No.	Item	Unit	Net Quantity	Allowance	Total Quantity	Unit Price	Amount
1.	Preparation of old Roadbed	Mile	0.46		0.46	500.00	230.00
2.	3/4"-0 Material in Leveling Course	Cu. Yd.	766	74	840	4.00	3,360.00
3.	Watering	M-Gal	19	1	20	5.00	100.00
4.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	44	6	50	6.50	325.00
5.	RC-250 in prime coat	Ton	7	1	8	80.00	640.00
6.	Class "B" A. C. Mixture	Ton	1211	119	1330	12.00	15,960.00
7.	RS-1 Asphalt in Tack Coat	Ton	1		1	100.00	100.00
		Total Bid Items					20,715.00
		Flagging					100.00
	20%	Engineering & Contingencies					4,163.00
		Total					24,978.00

Unit Price by Cliff Layton, Cost Analyst, January 25, 1967

NARRATIVE REPORT

FIRST ST. - CITY OF DUFER

Wasco County
Prefix No. 333-1498
Lowell M. Stratton, Resident Engineer
January 27, 1967

This survey was to prepare plans, specifications and estimate of costs using the existing street surfacing as the control for the subgrade.

The centerline of the street was ran and levels taken to establish the grade. Using this grade, the project was slope staked so that Wasco County could proceed with the grading; And to find the areas that slope easements were needed.

Mayor Rex Denny of Dufer, Mr. Rex Kniesteadt and Mr. Kramer from the Wasco County road department favored the staking and it has been a help to show them what had to be done.

Pacific Power and Light Co. personell have placed stakes for the moving of the power line.

Wasco County is to lengthen and replace the necessary culverts, construct the subgrade, place the grid rolled base and build a retaining wall on the left from station 2+90 to station 4+50 if the city is unable to secure a slope easement on this property.

The City of Dufer will raise the manholes after Wasco County has completed the placing of the grid rolled base.

The nearest available 3/4"-0 crushed rock that will meet specifications is in The Dalles and this is also the nearest source for asphaltic concrete mixture. Due to the small amount of asphaltic concrete mixture required, the unit cost on the estimate includes the asphalt.

Lowell M. Stratton

Lowell M. Stratton
Resident Engineer

LMS/jct

EASEMENT DESCRIPTION

FIRST ST. - CITY OF DUFUR

Wasco County
Profile No. 333-1498
Lowell M. Stratton, Resident Engineer
January 30, 1967

Second Addition

Block 14, Lot 1&2, 15 foot easement for slopes and construction. If it is possible a retaining wall will be built on Lot 2 reducing the amount of easement needed. This would have to be determined at the time of taking the easement.

Block 10, Lots 3 and 4, 5 foot easement for slopes.

Block 15, Lots 1 and 2, 5 foot easement for slopes.

Fouth Addition

Block 28 and 22, 5 foot easement for slopes.

Block 27, 15 foot easement.

Block 26, 10 foot tapering to 5 foot across the Ethel N. Reed Vader Property.

A 3 foot easement across the Wagenblast Property unless it is agreed to build a wall.

Block 25, A ten foot easement for slopes unless a wall is built.

Block 34 and 33, A ten foot easement.

Lowell M. Stratton

Lowell M. Stratton
Resident Engineer

LMS/jct

Prefix No. 333-1498

NOTED
H. S. COX

NOTED
RICHARD UNREIN

LOCATION PROSPECTUS
FIRST STREET - CITY OF DUFUR
WASCO COUNTY

12-7-66

HIGHWAY: First Street in city of Dufur, Wasco County. Proposed 1967 City Allotment Project.

TERMINI: The westerly end of the project is at the junction of First Street with Main Street near the center of the city of Dufur. The easterly end of the project is at the junction of First Street with The Dalles-California Highway near the east Dufur city limits.

LENGTH: Approximately 0.45 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of costs. The City of Dufur has requested that the existing surface be utilized as a control for the subgrade. The Wasco County forces will place 10-1/2 inches of grid-rolled base with a sufficient amount of leveling material to facilitate movement of traffic pending letting of the contract. The work to be contracted will be a leveling course topped with a 3-inch lift of asphaltic concrete paving. The City of Dufur will purchase any required right of way and take care of the moving of utilities. There are sewer and water lines in the area although they are said to be adequately below the proposed work area.

CHARACTERISTICS: Existing ADT 330; projected ADT 530.

STANDARDS: Overlay of existing street.

TYPICAL SECTION: Two 11-foot lanes with 4-foot paved shoulders.

BRIDGES: None.

ACCESS: Restricted by City ordinance only.

BASE DESIGN:

Paving	3 inch Class "B" Asphaltic Concrete
Leveling	2 inches of 3/4"-0 Crushed Material
Base Rock	10-1/2 inches of Grid-rolled Base. This work to be done by Wasco County forces for the City of Dufur.

MATERIALS: Sources for suitable materials to be located during the survey.

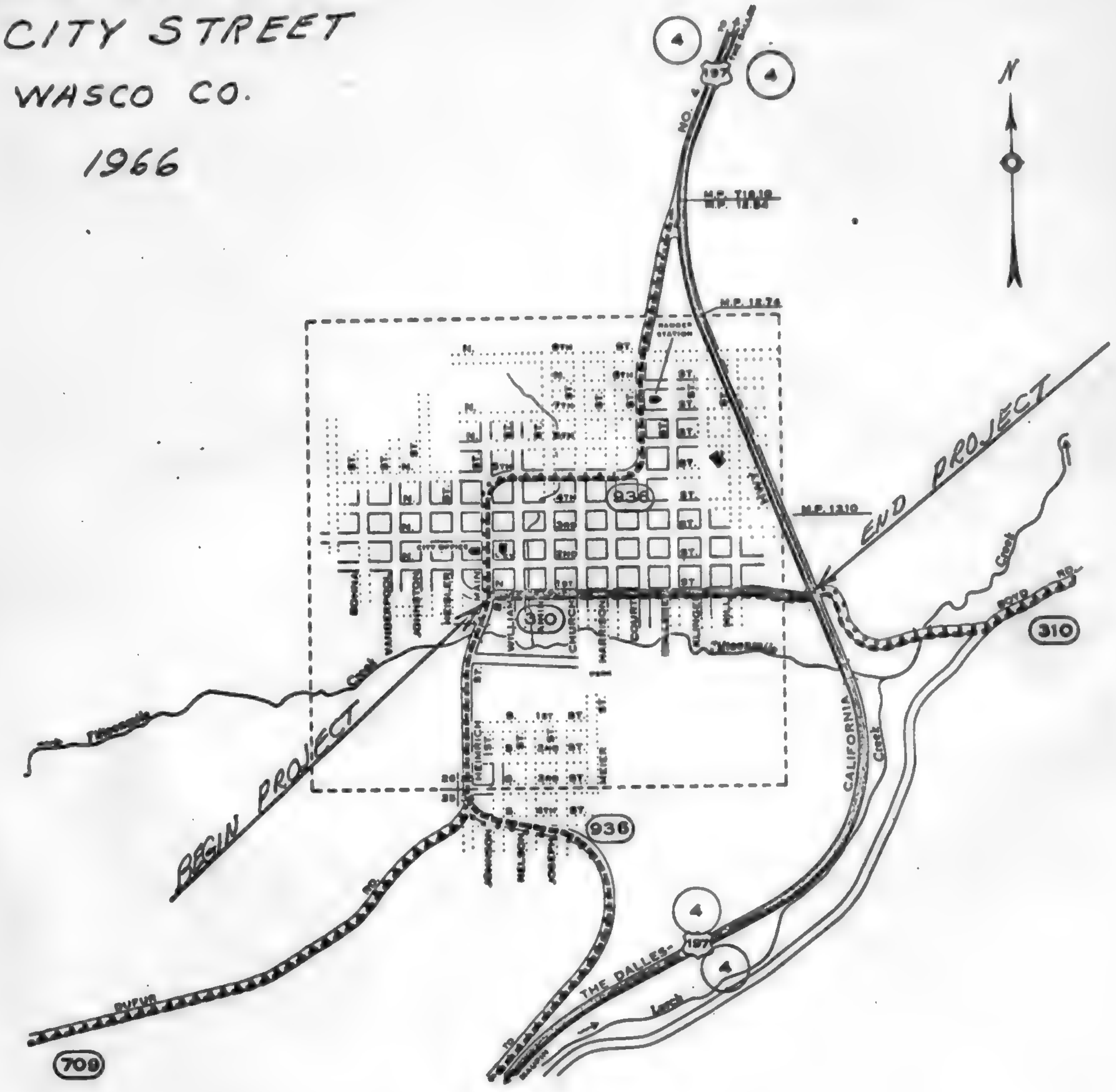
RECEIVED
DEC 12 1966
ENGINEER
COUNTY & CITY DIVISION

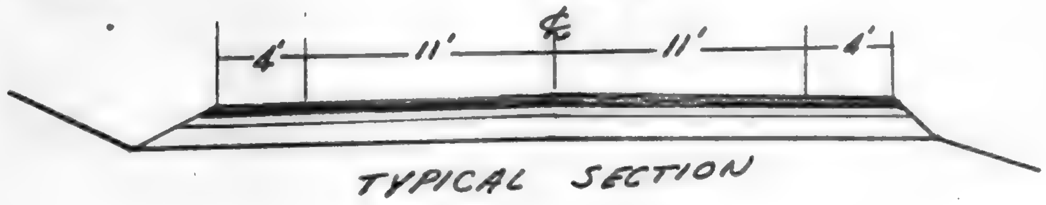
NOTED
DON HARWELL

PARKS: None.

December 7, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

PROSPECTUS MAP
1st STREET SECTION
CITY STREET
WASCO CO.
1966


N
M.P. 12.74
M.P. 13.10
RANGER STATION
END PROJECT
BEGIN PROJECT
CALIFORNIA
THE DALLES
DUFUR
BOYD RD.
Creek
197
4
310
936
709



TYPICAL SECTION

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE
U.S.
ORE

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

DUFUR
WASCO COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 535

Scale in Feet

Revised May 1965

Dufur

NOTE: (1) Please incl e proper titles for women offic s---
i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently elected will be chosen later. Give date if possible.
(3) Return this form to:

H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

11-18-66

City of Dufur, Oregon

City Hall Address Box 145

City Hall Zip Code 97021

City Hall Phone No. 467-2349

	NAME	Telephone No. *	Ext.
City Manager	None		
Mayor	Rex Denney	467-2545	
City Recorder	Jeanne Robertson (Mrs.)	467-2555	
City Attorney	Donald E. Heisler	296-4654	
City Engineer	None	~~467-2303~~	
Councilmen	Harold Jones	467-2303	
	LaVerne Lindhorst	467-2517	
	Grant Mead	467-2530	
	James Hunt	467-2214	
	Mrs. T. Ione Wright	467-2244	
	Mrs. Elna Reed	467-2446	

* Please give prefix, if any, in full.

RECEIVED
NOV 18 1966
ENGINEER
COUNTY & CITY DIVISION

Form E-30

OREGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section First Street - City of Dufur
Date November 16, 1966
Highway City Street
Authorization No. 1
County Wasco Division 4
Survey Prefix 333 - 1498 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The westerly end of the project is at the junction of First Street with Main Street near the center of the city of Dufur. The easterly end of the project is at the junction of First Street with the The Dalles - California Highway near the east Dufur city limits. The tentative overall length of the project is 0.45 miles.

Purpose of survey: To prepare plans, specifications, and estimates of costs for the Surfacing of a city street.

Estimate of cost:	Field	(901)	$1,000.00
	Plans	(905)	200.00
	Soils	~~(906)~~(910)	300.00

Urban--(907)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,500.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Richard S Hawkins
Field Engineer
Richard S. Hawkins,

Recommended for Approval:
Division Engineer

Recommended for Approval:
Ass't Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing

Salem, Oregon
November 9, 1966

Proposed Special City Allotment project
1967 Funds
City of Dufur

Mr. J. F. Putnam
Division Engineer
Bend, Oregon

NOTED
H. S. COX

Attached is data pertaining to a proposed 1967 Special City Allotment project in Dufur, which this office is sending to the December Highway Commission meeting with a recommendation for approval.

This proposed project on 1st Street extends from Main Street to the East City Limits. Wasco County has agreed to grade this section and place 10½" of grid rolled base for the city of Dufur. The County has also agreed to place a light leveling course and maintain the roadway until the State can let a contract for completion of the project.

It is proposed that the existing surface control as the grade for the subgrade, except where it is necessary to excavate to meet existing grades. Excavation below the existing surfacing on this project would be difficult due to the large number of solid rock deposits.

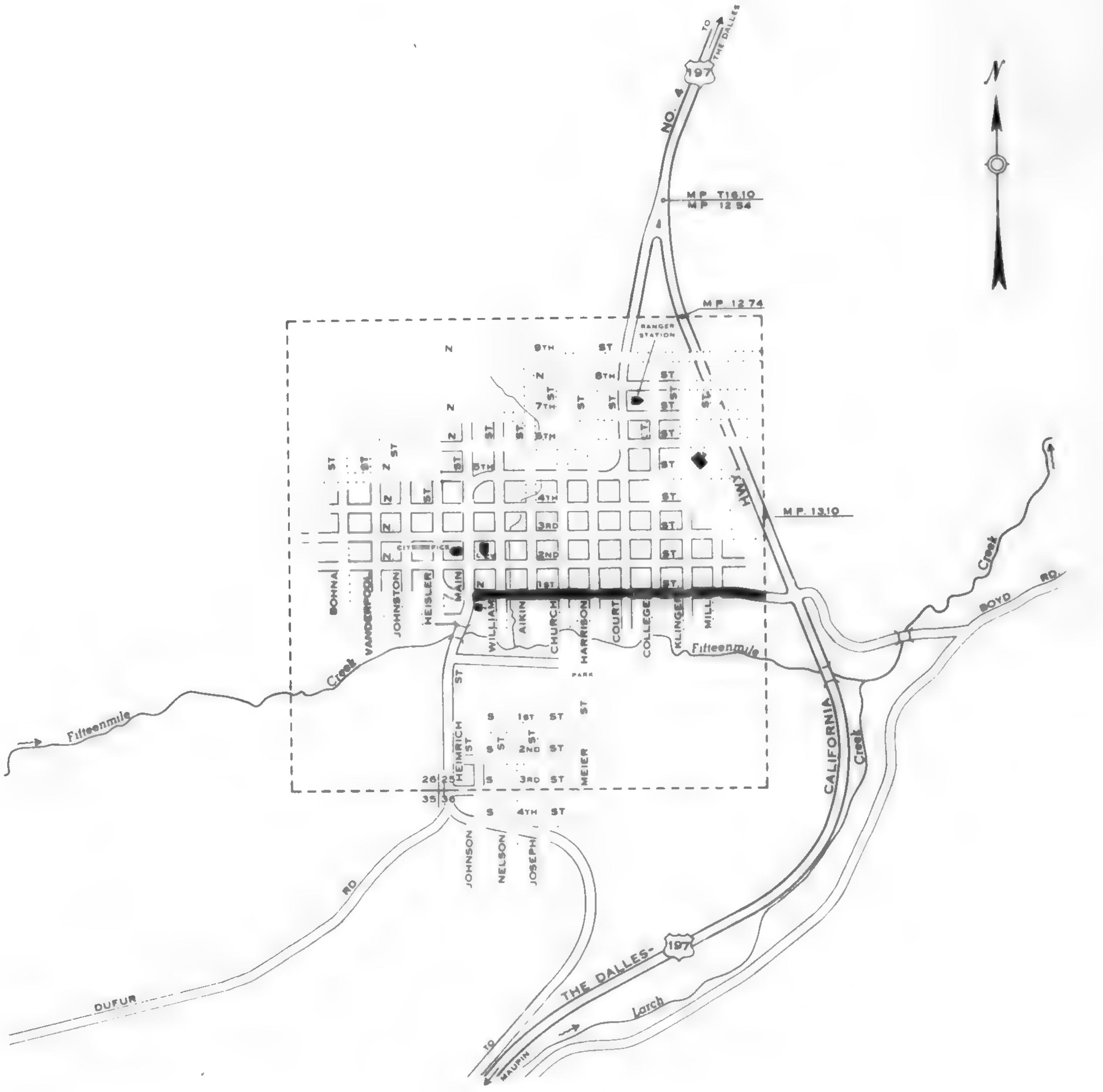
The City of Dufur is to acquire all right-of-way and easements necessary for construction. Mayor Rex Denny has begun preliminary negotiations with several properties which will be involved. As Wasco County would desire to do their portion of this project during the month of February, any preliminary work that could be accomplished prior to Commission approval would be of value.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mr
Att.

NOTED
DON HARWELL


N
TO THE DALLES
197
NO. 4
MP T16.10
MP 12.54
MP 12.74
RANGER STATION
9TH ST
8TH ST
7TH ST
6TH
5TH
4TH
3RD
2ND
1ST
CITY OFFICE
HWY
MP 13.10
BOHNA
VANDERPOOL
JOHNSTON
HEISLER
MAIN
WILLIAM
AIKIN
CHURCH
HARRISON
COURT
COLLEGE
KLINGER
MILL
Fifteenmile Creek
Creek
BOYD RD
PARK
S 1ST ST
S 2ND ST
S 3RD ST
S 4TH ST
HEIMRICH ST
MEIER ST
26 25
35 36
JOHNSON
NELSON
JOSEPH
CALIFORNIA
Creek
DUFUR RD
THE DALLES-
197
Larch
TO MAUPIN

SIGNED ROUTES

- INTERSTATE
- U S
- ORE

LEGEND

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- School
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- Public Bldg.
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- Street open for travel
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- - - - City Limits

DUFUR

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 525

Scale in Feet

Revised May 1965

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section N. 1st Street Highway City of Dufur County Wasco Prefix ____

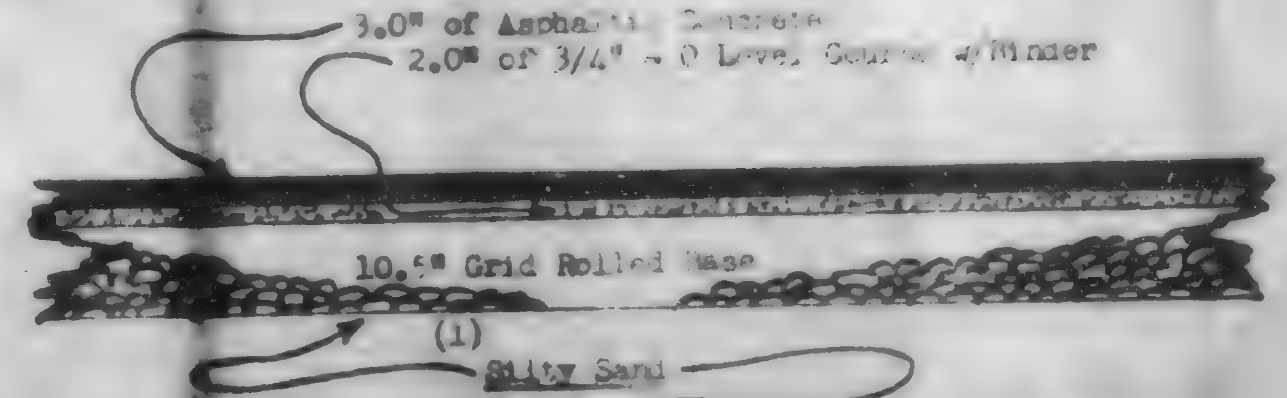
Res. Engr. ____ Approx. Length 0.45 Miles. Sta. ____ to Sta. ____ Date 10-10-66

Truck A.D.T. 11 Traffic Coefficient 6.2 18 kip s.a. per day 7.7.

Annual Precipitation 12"± Frost Penetration 20"±.

(1)
Typical Soil
20 LL
PI
87 %P 10
45 %P200
13 %Gravel
19 %C Sand
23 %F Sand
40 %Silt
5 %Clay
16 "R" Value
[redacted]

10-10-66



3.0" of Asphaltic Concrete
2.0" of 3/4" - 0 Level Course w/Binder
10.5" Grid Rolled Base
(1)
Silty Sand

	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		2.0	2.0	Level
		10.5	10.5	Grid Rolled Base
	18.5	18.5	15.5	

NOTED
RICHARD UNREIN

AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:

To be determined by the Engineer.

Should substitutions be made use the "CBE Requirement" Column to obtain total thickness required and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specs)
(and Supplementals.)

RECEIVED
OCT 21 1966
ENGINEER
COUNTY & CITY DIVISION

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by ____
for Staff Assistant

Recommended by ____
Asst. Engineer of Materials

Recommended by ____
Asst. Construction Engineer

Approved by ____
Asst. State Highway Engineer

SECTION: N. [illegible] Street

HIGHWAY: City of Dufur

COUNTY. [illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year

A. Present ADT [illegible] (Total)

B. Future ADT [illegible] (Total)

C. Mean ADT 430 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 430 = 11

H. % Trucks in Design Lane [illegible] %

I. Trucks in Design lane (G) 11 x (H) 100 % = 11

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.664

= 6.2

SECTION: [illegible]

HIGHWAY: [illegible]

COUNTY: [illegible]

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. **Soils Characteristics:** See design chart attached

3. **Weather:** See design chart attached

4. **Performance of Similar Pavements in Area:** Good ______ Fair ______ Poor ______
Remarks: [illegible]

5. **Cost Comparisons:** [illegible]

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Oil or A.C.

7. **Stage Construction:** [illegible]

8. **Depressed, Surface, or Elevated Design:** [illegible]

9. **Conservation of Aggregates:** [illegible]

10. **Stimulation of Competition:** [illegible]

11. Construction Consideration: ______

12. Municipal Preference, Participating Local Government Preference, and
Recognition of Local Industry: [illegible]

13. **Traffic Safety:** [illegible]

14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** [illegible]

CONCLUSION AND REMARKS:

[illegible]
[illegible]

S.C.A. INVESTIGATION DATA

City of Dufur Date [illegible], 19[illegible] Division I

No. previous projects 2

Street (s)

[illegible]

Last project [illegible] (year)

Total SCA Funds to date $ [illegible]

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —

Surface width: [illegible] feet, Shoulder-shoulder width: [illegible] feet

C-C width: [illegible] feet, Right-of-way width: 40 feet ←

Remarks: [illegible]

grade [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —

Pave width: 30' feet Shoulder width: 0 feet C-C width: — feet

Thickness of: A.C. 3 inches, Leveling — inches, Base 10½ inches grid rolled

Length: 2400 feet, 0.45 mile. Type curb:

Remarks: Wasco County has agreed to grade and place grid-rolled base. Dufur will furnish R/W. State to place 3/4-0 mat, binder and A.C. pavement 30' in width.

ESTIMATE FOR STATE ITEMS

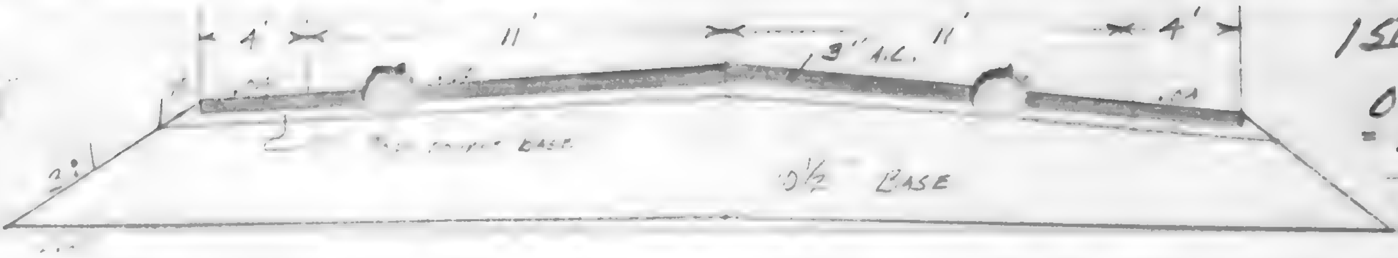
Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.			—
Drainage Excavation	c.y.			—
Culvert Pipe	lin. ft.			—
Base Material (1-1/2-0)	c.y.			—
Level Material (3/4-0)	c.y.	740	5.00	3700
Asphalt	ton	1565	10.00	15,650
Inlets	ea.			—
Manholes	ea.			—
Concrete Curbs	c.y.			—
Concrete Walks and Drives	sq. yd.			—
Watering	M/gal.			
Extra for Approaches	ea.			
Adjust. Inlets and M.H.'s	ea.			
Other Binder	All	All	L.S.	1,500

* Items include 10% allowance.

Total	$ 20,850
Engineering & Contingencies (20%)	4170
TOTAL	$ 25,020
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ 25,020

DUFUR

[illegible]


4'
11'
3" A.C.
11'
4'
2:1
[illegible] BASE
10½" BASE

1st STREET
0.45 MILE
= 2400
200 [illegible]
2600

3" A.C. = 60.2 Ton/Sta × 26 Sta — 1565 Ton

1" of ¾" mat'l = .1[illegible] × 31.5 × 2600 × 1.45 = / 27 — 738 c.y.

10½" Base Course (32' Top width)
needed = .875 × 32 × 2600 × 1.3[illegible] = / 27 — 4,040 c.y.

SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF DUFUR, OREGON Date February 22, 1966

To be financed by Special City Allotment Fund and necessary city funds.

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FEB 24
ENGINEER
COUNTY & CITY DIVISION

Street name First Street
(Locate project on attached map.)

Project length Nine Blocks plus intersections

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

Curbed section; width curb to curb: _______ feet

Remarks ACCORDING TO FAS STATE STANDARD

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: VARIES feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 40 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ____ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: ______ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: _______ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: No curbs required. The City is adbandoning sidewalks to reconstruct street width to FAS state standard

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

________feet N.___ S.___ E.___ W.___

________feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ________feet

Remarks Sidewalks are being eliminated to reconstruct street to FAS State Standard

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet or over

Remarks

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? ________ feet

Remarks All main water mains are a minimum of 18 inches. Laterals are a minimum of 12 inches.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___________

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks Curb driveways present no problem and at present we have no ordinance governing same.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Pacific Power and Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? North State Telephone Co.

Railroad tracks? Yes ___ No X

Which company? ___________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date ______

*REMARKS: What per cent would the City be expected to pay?

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.) Partially -- no plan or profile has ever been made.

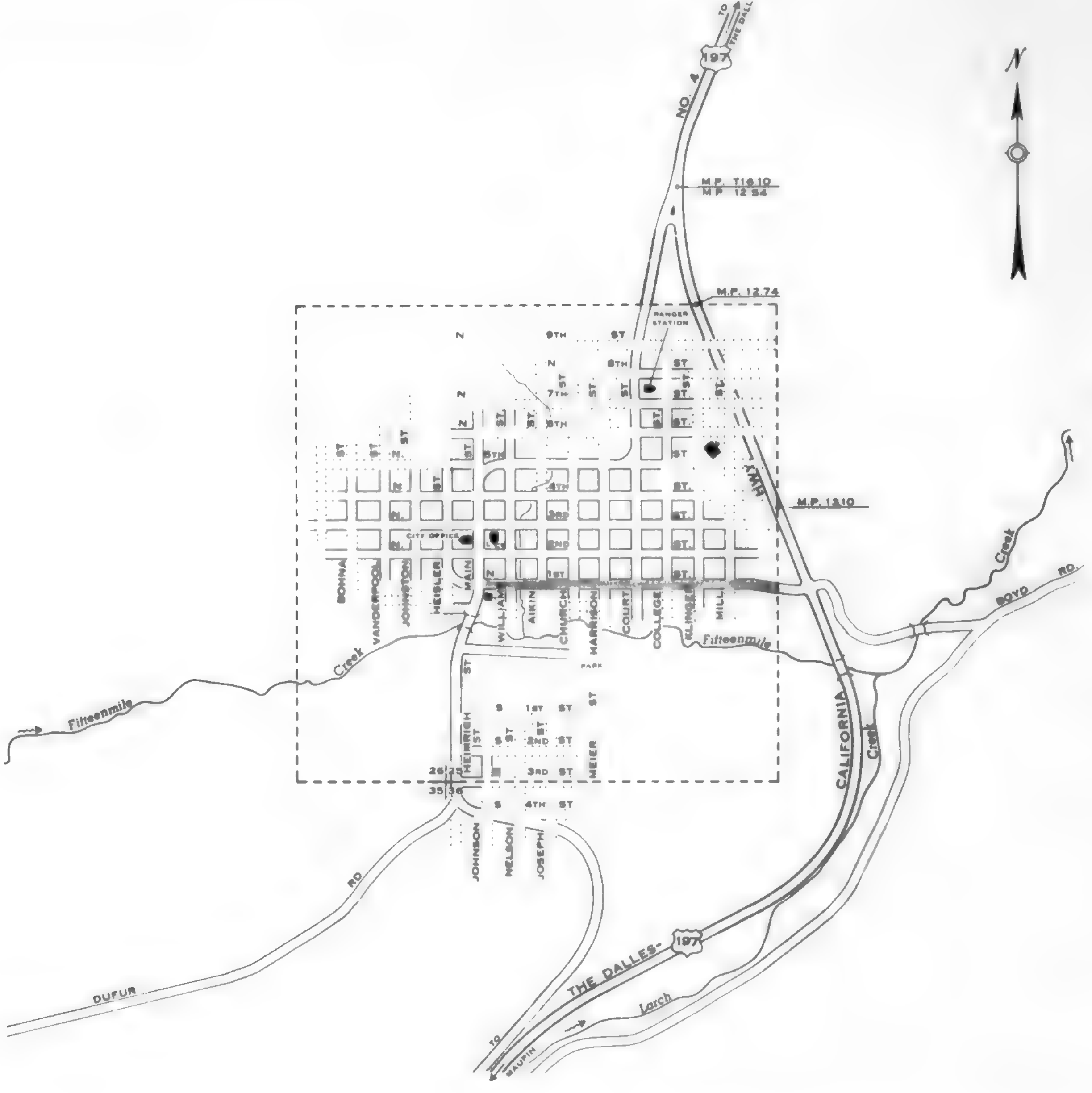
Please indicate site for disposal of excess excavated material:
At the east end of the Lagoon there is ample room.

General remarks: ______

By Alex L. Denney
Mayor

By ______
City Recorder or City Manager

By ______
City Engineer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N 9TH ST
N 8TH ST
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3RD
2ND
1ST
CITY OFFICE
HWY
M.P. 12.10
BONNA
VANDERPOOL
JOHNSTON
HEISLER
MAIN
WILLIAM
AIKIN
CHURCH
HARRISON
COURT
COLLEGE
KLINGER
MILL
Fifteenmile Creek
PARK
BOYD RD.
Creek
S 1ST ST
S 2ND ST
S 3RD ST
S 4TH ST
HEINRICH ST
MEIER ST
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35 36
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DUFUR

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 525

Scale in Feet

400 0 400 800

Revised May 1965

2-10-66

NOTED
DON HARWELL

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of DUFUR is an incorporated city of the State of Oregon and has a population of 525 as given by the latest official census; and

WHEREAS, the following streets of said city,

FIRST STREET FROM MAIN STREET TO THE EAST LIMITS OF THE CITY

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
FEB 17 1966
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of DUFUR does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate MAYOR, REX DENNEY as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10 day of February, 1966.

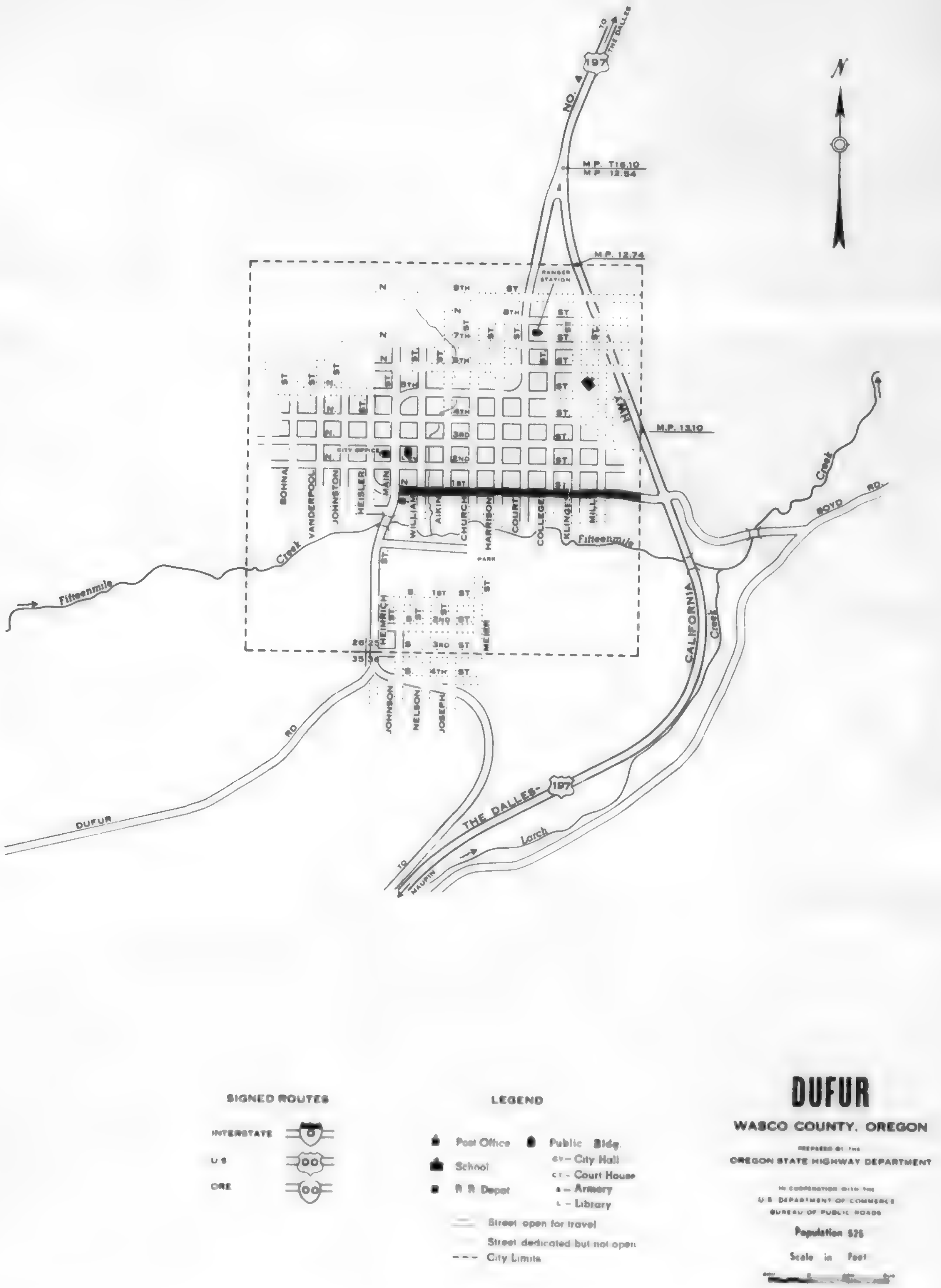
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of DUFUR at a regular or special meeting of said Council, held on the 10th day of February, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of February, 1966.

City Recorder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JOHNSTON ST
HEISLER ST
MAIN ST
WILLIAMS
AIKIN
CHURCH
HARRISON
COURT
COLLEGE
KLINGER
MILL
Fifteenmile Creek
PARK
HEIMRICH ST
S. 1ST ST
S. 2ND ST
S. 3RD ST
S. 4TH ST
MEHRR ST
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Street dedicated but not open

--- City Limits

DUFUR

WASCO COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 525

Scale in Feet

Revised May 1966

306-1721 Powers (2nd Avenue) Section, 1968
of City Street
#7142 (Grading & Paving)

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97834

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-17-69	CC 1144		[illegible]-1477-[illegible] [illegible] 3[illegible]-1771-295 1,4[illegible]4.29

NOTED
H. S. COX

City of Powers
PO Box 250
Powers, Oregon 97466

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Lillian Ross, City Recorder			
Final billing: Special City Allotment project on Second Avenue, Contract 7142. Covered by agreement dated January 1[illegible], 1968.			
City's advance deposit			1,540.00
As per attached statement:			
Final cost		26,460.76	
Agreed State share		25,000.00	
Agreed City sahre			1,460.76
To be refunded			79.24

RECEIVED
FEB 18 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLED[illegible] REQUEST

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date February 14, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7142 Prefix 306-1721 Survey Prefix 306-1472

Street Second Avenue

City Powers

Payments to Contractor..(See attached voucher.)	$ 19,781.47
Engineering and Contingencies........................	6,642.82
*Survey...Total: $ 676.64 Pro-rata Share........................	36.47
TOTAL............	$ 26,460.76
Agreed State Share	25,000.00
Agreed City Share	$ 1,460.76
City Advance Deposit	$ 1,540.00
REFUND DUE CITY.......	$ 79.24

NOTED
H. S. COX

Reference: Outside Billing co-1164

$$* \frac{\text{construction costs over } \$25{,}000 = \$\ 1{,}424.29}{\text{construction costs} = \$26{,}424.29} \times \$676.64 = \$36.47$$

Portion of preliminary engineering charged to project - $36.47

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aronsmeier

NOTED RU:mm
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY
COOS

CONTRACT NO.
7142

ESTIMATE NO
4

HIGHWAY
CITY STREET

FEDERAL AID PROJECT NO.

SECTION
POWERS /2ND AVE/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO D
01	TEMPORARY PROTECTION AND DIRECT OF TRAFF	LUMP SUM	500.0000	1
02	CLEARING AND GRUBBING	LUMP SUM	500.0000	1
04	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	1.6500	967
05	TRENCH EXCAVATION	CU YDS	3.0000	38
06	WATERING	M-GALS	10.0000	22
07	LIME TREATED SUBGRADE	SQ YDS	.4000	2,240
08	LIME FOR TREATED SUBGRADE	TONS	45.0000	25
11	CLASS B ASPHALT CONCRETE	TONS	13.7800	521
12	6-INCH CONC STORM SEWER PIPE	LIN FT	2.7500	12
13	12-INCH CONC STORM SEWER PIPE	LIN FT	6.0000	171
14	24-INCH CONC STORM SEWER PIPE	LIN FT	13.5000	8
15	CONCRETE MANHOLES	ONLY	450.0000	1
16	CONCRETE INLETS TYPE G-1	ONLY	200.0000	3
17	CONCRETE INLETS TYPE CG-2	ONLY	200.0000	2
18	ADJUSTING MANHOLES	ONLY	120.0000	1
19	CONCRETE CURBS	CU YDS	70.0000	20
20	EXTRA FOR A C CONC APPROACHES	ONLY	40.0000	5
	PRICE AGREEMENT ITEMS			
30101	STONE BASE	CU YD	4.4000	537
30102	3/4IN-0 MATL IN BASE	CU YD	4.9000	186

DATE
10/31/68 7142

PREVIOUS VOUCHER NO.
12831

CHECKED BY:
AW/md

ENGINEER OR AUDITOR
B. D. Johnson

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMEN

CONTRACT NO 7142	ESTIMATE NO. 4x PF	PREFIX NO'S.	306-1721-204 (41) 300.00 Dr.
FEDERAL AID PROJECT NO.			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	500.0000	1.000	500.00	500.00	
LUMP SUM	500.0000	1.000	500.00	500.00	
CU YDS	1.6500	967.500	1,596.38	1,596.38	
CU YDS	3.0000	38.650	115.95	115.95	
-GALS	10.0000	22.000	220.00	220.00	
SQ YDS	.4000	2,240.000	896.00	896.00	
TONS	45.0000	25.050	1,127.25	1,127.25	
TONS	13.7800	521.380	7,184.62	7,184.62	
LIN FT	2.7500	12.000	33.00	33.00	
LIN FT	6.0000	171.500	1,029.00	1,029.00	
LIN FT	13.5000	8.000	108.00	108.00	
ONLY	450.0000	1.000	450.00	450.00	
ONLY	200.0000	3.000	600.00	600.00	
ONLY	200.0000	2.000	400.00	400.00	
ONLY	120.0000	1.000	120.00	120.00	
CU YDS	70.0000	20.342	1,423.94	1,423.94	
ONLY	40.0000	5.000	200.00	200.00	
U YD	4.4000	537.600	2,365.44	2,365.44	
CU YD	4.9000	186.100	911.89	911.89	

TOTAL CONTRACT ITEMS	19,781.47	19,781.47	
% RETAINED ON CONTRACT ITEMS		300.00	300.00
FORCE ACCOUNT			
TOTAL PAYMENTS	19,781.47	19,481.47	300.00

5CA

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 23, 1969

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Engineering Costs (Crew 080-54)
Powers (2nd Ave.)
City of Powers
Prefix 306-1721-900

Attached hereto is a letter of explanation from B. D. Johnson, Resident Engineer, regarding the overrun in engineering on the Powers City Street Project. I believe that this report is self-explanatory.

The Request for Transfer of Cost Distribution in the amount of $359.59 has been submitted to the Accounting Division. With the 22% payroll load, this would amount to a credit of $430.17 to the subject prefix. This should eliminate any additional charge for this project to the City of Powers.

67848

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc Dick Unrein

$ 11.75	MEALS & LODGING
27.00	Equip. RENTALS
397.84	[illegible]
$436.59	

RECEIVED
JAN 24 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED

NOTED
RICHARD UNREIN

CONSTRUCTION ENGINEERING CHARGES TO DATE:

POWERS (22nd Ave) SECTION

Shaffer Jan 21 69

CHARGE	1	7	10	12	14	17	138	144	152	156	157	160	161	185	[illegible]	Total
JUNE	40.64												8.30			48.94
JULY	2277.91	40.25		5.18		14.11			130.05	532.00		0.72	8.30	12.60	10.45	3031.57
AUGUST	3208.44	10.50	32.05	11.04	58.75		5.06	6.00	177.75	292.00						[illegible]
SEPT.	42.[illegible]	1.50							9.20	56.50	32.97					136.[illegible]
OCT.	20.[illegible]								2.50	31.00						[illegible]
TOTAL	5590.63	52.25	32.05	16.22	58.75	14.11	5.06	6.00	319.50	911.50	32.97	0.72	16.60	12.60	10.45	7079.41
	- 397.84	-11.75							- 27.00							
	$5,192.79	$40.50							$292.50							$6,642.82

$436.59 Transferred

1. Salary and Wages
7. Travel Expenses
10. Telephone
12. Postage, Freight and Express
14. Rent
17. Heat, Light etc
138. Stationery [illegible] (Materials Purchased)
144 Shop & Field supplies
152. Rent of [illegible] (Charges - Intra Account [illegible])
156 Materials Division (" " " ")
157 Contract [illegible] (" " ")
160 Blueprint (" " " ")
161 Data Processing (" " " ")
185 Hardware [illegible] (" " " [illegible])
[illegible] (" " ")

RECEIVED
JAN 21 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
P. B. A[illegible]

NOTED
DON HARWELL

RECEIVED
NOV 7 - 1968
FOR FILING

306-1721

7142

November 7, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $300 will be made to G. W. Woodward, Inc., on Contract No. 7142 for grading and paving 2nd Avenue in the city of Powers in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $19,781.47 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc G. W. Woodward, Inc.
P. O. Box 458
Coquille, Oregon 97423

C. H. Meison

C

RECEIVED
OCT 14 1968

3C6-1721
7142

October 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 7, 1968, on Contract No. 7142. The contract was with G. W. Woodward, Inc., and was for grading and paving on 2nd Avenue in Powers in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 11, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

RECEIVED
OCT 15 1968
FOR FILING

306-1721

7142

October 11, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7142 awarded to G. W. Woodward, Inc., for grading and paving 2nd Avenue in the city of Powers in Coos County was completed on August 7, 1968, and accepted by the Highway Commission on October 11, 1968.

Final payment in the amount of $1,073.16 will be released to the contractor after October 18, 1968. The total contract amount is $19,481.47 and no work was performed under force account. We are retaining $300 pending determination of Class "B" asphaltic concrete.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc G. W. Woodward, Inc.
P. O. Box 458
Coquille, Oregon 97423

L. H. Young
C. H. Maison
Attn: John Herr

306-1721
7142

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Powers (2nd Avenue)
HIGHWAY: City Street
WEEK ENDING: September 6, 1968
SECTION PREFIX: 306-1721
COUNTY: Coos

NAME OF JOB: Powers (2nd Avenue)
KIND OF WORK: Grading and Paving
CONTRACTOR: G. W. Woodward, Inc.
CONTRACT NUMBER: 7142
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 11, 1968
DATE WORK STARTED: June 17, 1968
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 60
WORK DAYS USED:
CALENDAR DAYS USED: 45
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 75

PROJECT AUTHORIZATION: $ 25,562.92
EXCLUSIVE OF ENGINEERING: $ 23,330.35
ENGINEERING AUTHORIZATION: $ 2,232.57
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,991.47
ENGINEERING COST TO DATE: $ 6,357.18
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: [redacted] UNDERRUN 14 %
PERCENT OF AUTHORIZATION: 285 %
DATE PROJECT WAS COMPLETED: August 7, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07			0.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07	0.07			0.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,430 cy	870 cy			550 ton
TOTAL QUANTITIES CORRECTED TO DATE	960 cy	700 cy			520 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	960 cy	700 cy			520 ton
AVERAGE DAILY QUANTITIES	600 cy	350 cy			173 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	Showers			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Overcast			
SATURDAY				

Routing
Decker
Good
Barbee
Walker
Glenn
Swan

RECEIVED
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to the Division Office on September 6, 1968.

FINAL REPORT.

SIGNED Bobby D. Johnson LOCATION Coquille
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 16 1968

306-17[illegible]

[illegible]

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

August 21, 1968

NOTED
H. S. COX

State Highway Dept.
Mr Bob D. Johnson
P.O. Box 336
Coquille, Oregon

Dear Mr Johnson:

The Powers City Council has accepted the street project that has just been completed by the State Highway Dept. on 2nd Ave, between Fir and Spruce Street.

We do thank the State for their help to small towns. Without their help we would be unable to have the streets which we are so badly in need of.

Yours truly

Lillian Ross

Lillian Ross
City Recorder
Powers, Oregon

NOTED
F. B. KLABOE

RECEIVED
SEP 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to: F.B. Klaboe

9-13-68

REFERRED TO
Morgan
By Asst. State Hwy. Engr.

copy

RECEIVED
SEP 12 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUN 12 1968

306-1721

7142

June 11, 1968

G. W. Woodward Company, Inc.
Box 456
Coquille, Oregon

Gentlemen:

The State Highway Commission on June 10 accepted your proposal for grading and paving on 2nd Avenue in the city of Powers in Coos County for the sum of $22,225.70 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Powers is received and the sum of $1,540 is deposited by the City.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7142.

Contract forms are being prepared and will be mailed to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

NOTED
H. S. COX

Salem, Oregon
June 11, 1968

Mr. C. H. Maisen
Controller

BUILDING

Advance Deposit
1968 Special City Allotment Project
Second Avenue
City of Powers

Attention Mr. John Herr

Attached is the City of Power's Check No. 2056 in the amount of $1,540, which is the correct amount to cover the City's portion of subject project as per agreement between City and State.

The project is now clear for award.

Richard Unrein
Richard Unrein, Field Engineer
County and City Division

RU:cb

Enc.
cc L. M. Young
F. B. Morgan
C. T. Kenney

Received by ____________________
Date 6/11/68

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

June 6, 1968

NOTED
H. S. COX

Mrs. Lillian Ross
City Recorder
P.O. Box 250
Powers, Oregon 97466

Dear Mrs. Ross:

On June 6, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Second Avenue in Powers. The apparent low bid and only bid was submitted by G. W. Woodward Company, Inc., of Coquille. The anticipated cost based on the bid is as follows:

Contractor's bid*	$22,225.70
Anticipated additional items	100.00
Total	22,325.70
Engineering & contingencies (14-1/2%)	3,237.23
Total	25,562.93
Estimated portion of preliminary engineering charged to project	15.41
TOTAL ANTICIPATED COST	$25,578.34

*Includes $1,540 for concrete curbs.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check or warrant to this office in the amount of $1,540, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:cb
cc Lemas Van Elsberg, Coos County Commissioner

NOTED
DON HARWELL

RECEIVED
JUN - 6 1968
ENGINEER
COUNTY & CITY DIVISION

POWERS (2ND AVE.) SECTION

CITY STREET

COOS COUNTY

State Project
0.07 mi. Grading and Paving

Bids Received June 6, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 400.00
2.	All Specified	Clearing and Grubbing		500.00
3.	8 cu.yd.	Ditch Excavation, Unclassified	$ 4.00	32.00
4.	1,430 cu.yd.	General Excavation, Unclassified	1.75	2,502.50
5.	60 cu.yd.	Trench Excavation	3.50	210.00
6.	22 M-gal.	Watering	5.50	121.00
7.	3,040 sq.yd.	Lime-Treated Subgrade	0.35	1,064.00
8.	34 ton	Lime for Treated Subgrade	35.00	1,190.00
9.	220 cu.yd.	3/4" - 0 Material in Base	4.25	935.00
10.	650 cu.yd.	Stone Base	4.00	2,600.00
11.	500 ton	Class "B" Asphalt Concrete	14.00	7,000.00
12.	72 lin.ft.	8-inch Conc. Storm Sewer Pipe	2.50	180.00
13.	190 lin.ft.	12-inch Conc. Storm Sewer Pipe	3.75	712.50
14.	36 lin.ft.	24-inch Conc. Storm Sewer Pipe	8.50	306.00
15.	1 only	Concrete Manholes	350.00	350.00
16.	1 only	Concrete Inlets, Type G-1	135.00	135.00
17.	2 only	Concrete Inlets, Type CG-2	160.00	320.00
18.	1 only	Adjusting Manholes	100.00	100.00
19.	22 cu.yd.	Concrete Curbs	65.00	1,430.00
20.	6 only	Extra for A.C. Conc. Approaches	50.00	300.00
			For Comparison of Bids	$20,388.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$20,388.00	22,225.70
Anticipated Additional Items:		
Flagging	100.00	100.00
	$20,488.00	22,325.70
Engr. & Cont. (14½%)	2,970.76	3,237.23
Estimated Net Authorization, Constr.	$23,458.76	$25,562.93
Est. Share of P.E.		= 15.41
		$25,578.34

$1,500 P.E. [illegible]

$700

$\frac{562.93}{25,562.93} \times \$700 = \$15.41$

City expended approx $1,300 [illegible] initially $2,000

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. N.E., Seattle, Washington 98105

SAFECO INSURANCE

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

20,388.00
2038.00
= 426.80

Bid Tabulations

# 1,540.00

PROJECT #1 Powers (2nd Avenue) Section
Powers

LOCATION Coos County

OWNER Oregon State Highway Dept.

DATE June 6, 1968

ITEM NO.	QUANTITY	DESCRIPTION	BIDDERS J. W. Woodward Coquille 22,225.70 ✓				OTHER BIDDERS AMOUNT BID
400 1		L.S. Temp. Protect. & Direct. of Traf. 500.00	500.				
2		L.S. Clearing & Grubbing 500.00	500.				
3	8	C.Y. Ditch Exc. Unclass. 31.20	3.90				$
1.95 4	1,430	C.Y. Gen. Exc. Unclass. 2,359.50	1.65				
5	60	C.Y. Trench Exc. 180.00	3.				
6	22	M.G. Watering 220.00	10.				$
.35 7	3,040	S.Y. Lime Treated Subgrade 1,216.00	.40				
35.00 8	34	Tons Lime for Treated Subgrade 1,530.00	45.				
4.25 9	220	C.Y. 3/4" - 0 Matl. in Base 1,100.00	5.00				$
4.00 10	650	C.Y. Stone Base 2,925.00	4.50				
14.00 11	500	Tons Class "B" Asphalt Conc. 6,890.00	13.78				
12	72	L.F. 8" Conc. Storm Sewer Pipe 198.00	2.75				$
13	190	L.F. 12" Conc. Storm Sewer Pipe 1,140.00	6.00				
14	36	L.F. 24" Conc. Storm Sewer Pipe 486.00	13.50				
15	1	Only Conc. Manholes 450.00	450				$
16	1	Only Conc. Inlets, Type G-1 200.00	200				
17	2	Only Conc. Inlets, Type CG-2 400.00	200.				
18	1	Only Adjusting Manholes 120.00	120				$
65.00 19	22	C.Y. Conc. Curbs 1,540.00	70.				
20	6	Only Extra for A.C. Conc. Appr. 240.00	40-				$

S-403 R4 7/60 22,225.70 ←

Bond with GENERAL

® SAFECO Insurance Company of America, registered trademark owner.

Kaysir 4-19 SCA

Powers (2nd Ave.) Section
Coos County

Temporary Protection & Direction of Traffic.	All Specified		400 -
Clearing and Grubbing	All Specified		[illegible]
Ditch Excavation, Unclassified	8 cu. yd	4. -	32 -
General Excavation, Unclassified	1430 cu. yd.	1.[illegible]	2502.50
Trench Excavation	60 cu. yd	[illegible]	210 -
Watering	22 M-Gal	[illegible]	121 -
Lime Treated Subgrade	3040 Sq. yd.	.35	1064 -
Lime for Treated Subgrade	34 Ton	[illegible]	1190 -
3/4"-0 Material in Base	220 cu. yd	[illegible]	935 -
Stone Base	650 cu. yd.	4.00	2600 -
Class "B" Asphalt Concrete	500 ton	14.[illegible]	7000 -
8-inch Conc. Storm Sewer Pipe	72 lin. ft	2.50	180 -
12- " " " " "	190 lin. ft	3.75	712.50
24 " " " " "	36 lin. ft	[illegible]	306 -
Concrete Manholes.	1 only	[illegible]	350 -
" Inlets, Type G-1	1 only	[illegible]	135 -
" " " CG-2	2 only	[illegible]	320 -
Adjusting Manholes.	1 only	[illegible]	100
Concrete Curbs.	22 cu. yd	[illegible]	City cost 1430 -
~~" Driveways~~	~~46 Sq. yd~~		
~~" Walks~~	~~146 Sq. yd~~		
Extra for A.C. Conc. Approaches.	62 only	[illegible]	300 -
			20 388 -
	Anticipated		100
Flagging 100			20488
	Engr. & Cont. 14½		2970.76
			$23,458.76.

Final Est.

RECEIVED
APR 22 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

April 5, 1968

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon 97466

Dear Mrs. Ross:

Enclosed are two preliminary plans for the 1968 Special City Allotment project on Second Avenue.

Please review and, if you approve, return one print with your approval noted thereon.

It is presently estimated that the only costs to the City on this project will be for concrete curbs, driveways, and sidewalks, which are estimated to cost as follows:

Concrete curbs	$1,350.00	✓
Concrete driveways	300.00	No.
Concrete sidewalks (as shown on plans)	700.00	No.
Concrete sidewalks (between existing sidewalks and new curb)	650.00	No.
Approximate Total........	$3,000.00	

Should the City wish to delete the sidewalks on the west side of the street or construct new sidewalks between the existing sidewalks and the new curbs on the east side of the street, we would appreciate your letting us know of your decision at the earliest possible date, so we can change the plans to conform with your desires.

This project is presently scheduled for our June 6 bid opening.

4-17-68 called City - they wish to delete all conc drwys & walks. Letter coming.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
MAINOR C. HOLMES

RU:eb
Encl.

NOTED
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section 2nd AVENUE Highway City of Powers County Coos Prefix 306-1472

Res. Engr. B. D. Johnson Approx. Length 0.07 Miles. Sta. 0+00 to Sta. 4+00 Date 3-19-68

Truck A.D.T. 55 Traffic Coefficient 6.5 18 kip s.a. per day 10.2 (Automobiles not considered)

Annual Precipitation 63"+ Frost Penetration ----------.

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	6.0	6.0	Cr. Base
	4.5	6.0	L.T.S.
18.5	18.5	17.0	

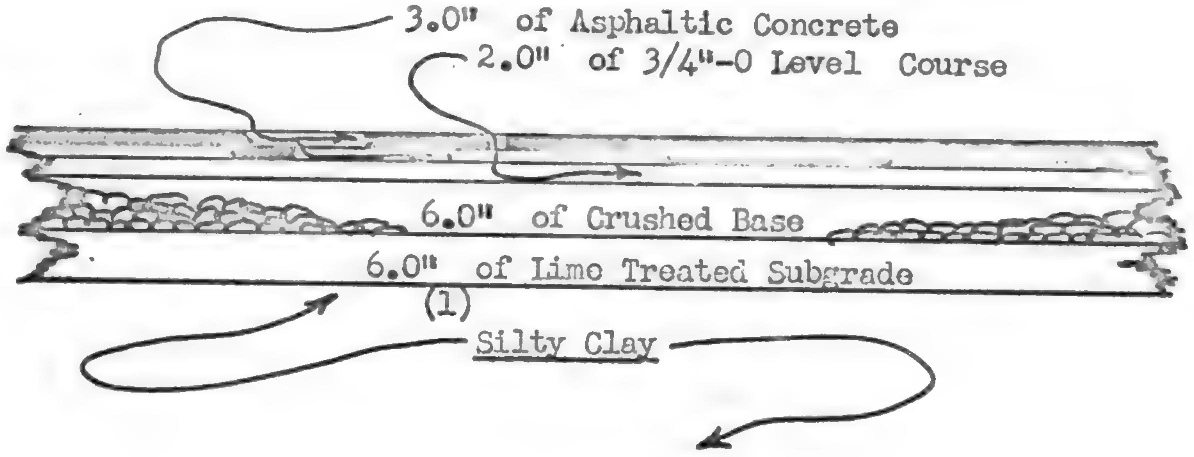
7142

306-17[illegible]

MAR 27

(1)
Typical Soil

47	LL
16	PI
97	%P 10
75	%P200
3	%Gravel
6	%C Sand
16	%F Sand
29	%Silt
46	%Clay
19	"R" Value
	[redacted]


3.0" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course
6.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

AASHO CLASSIFICATION:

A-7-5 (12)

MATERIAL SOURCES:

To be determined by the Engineer.

See remarks on Page 2.

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

Submitted by C. V. [illegible] for Staff Assistant

Recommended by [illegible] Engineer of Materials

Recommended by [illegible] asst Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

2nd AVENUE
City of Powers
Coos County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
4.8 - 6	2.0"	2.0"	5.0"	6.0"	15.5"	15.0"
Cars Only	2.0"	2.0"	*4.0"	6.0"	11.5"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Lime Treated Subgrade = 0.75" Crushed Base

Note:

The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: 2nd AVENUE
HIGHWAY: City of Powers
COUNTY: Coos

400 Present ADT (1967)
10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	25	1.7	43	34	450	15,300
3	15	1.7	26	21	1000	21,000
4					1250	
5					3180	
6					2570	
				55	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 36,300
TWENTY YEAR EWL 726,000
TRAFFIC COEFFICIENT 6.5

SECTION: 2nd AVENUE
HIGHWAY: City of Powers
COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.07 mi.) project. See Items 6 & 12.

NARRATIVE REPORT

Second Avenue Section
City of Powers
Coos County

This project is to grade and pave a curb section between Spruce St. and Fir St. on Second Avenue within the city of Powers.

The survey follows approximately the same line and grade as the existing facility. The northerly end of the project is at Sta. 0+00, which is the north property line of Spruce St. The southerly end of the project is at Sta. 4+00, the northerly end of construction on a previous contract, which is on the northerly side of the ℄ OF Fir St., all of which lies within the city of Powers.

The coordinates are assumed. This survey was done in 1964 and submitted for construction of two blocks on Second Ave.(Spruce to Poplar). The City at that time could not meet their share of the cost,; therefor only one block was constructed at that time.

The items and quantities from Spruce St. to Fir St. were separated from the former estimate and the necessary drainage work for this section added.

Rock is available from commercial sources locally.

There are commercial plants near North Bend and Coquille that supply Asphaltic Concrete pavement.

2/6/68

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Spruce St. - Fir St. Unit Second Avenue
Highway Powers' City Street County Coos Prefix
Length 400 Ft. Designer Draftsman Date 2/2/68
Signed Title

Grading & Drainage		$ 4515.00
Surfacing		$ 13,180.50
~~Extra Work~~		
Type 'C' Concrete Curb	$ 1320.00	
Concrete Sidewalk	657.00	
Concrete Driveways	280.50	
Total Extra ~~Work~~		$ 2257.50
TOTAL		$ 19,953.00
+ 20% Engineering and Contingencies		$ 3990.60
Structures	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ ~~23~~ 23,943.60

OR ON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Second Avenue Unit Spruce St. - Fir St.
Highway Powers' City Street County Coos Prefix
Length 400' Designer Draftsman Date 2/2/68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1) General Exc.	Cu. Yd.	1299	131	1,700 1430	✓ 1.50	2145.00
2) Trench Exc.	Cu. Yd.	28	3	110 31	3.00 3.50	108.50
3) Ditch Exc.	Cu. Yd.	6	1	7	2.00	14.00
4) 8" Conc. Sewer Pipe	Lin. Ft.	69	6	75	3.00	225.00
5) 12" Conc. Sewer Pipe	Lin. Ft.	**160**	**17**	200 **177**	4.00 4.50	**796.50**
6) 24" Conc. Culvert Pipe	Lin. Ft.	24	3	27	8.00	216.00
7) Type 'G-1' Inlet	Ea.	3	1	6 4	175.00 140.00	560.00
8) Construct Shallow Manhole	Ea.	1	0	1	350.00	350.00
9) Adjust Manhole	Ea.	1	0	1	100.00	100.00
10) Coarse Crushed Mat'l. in Base	Cu. Yd.	1011	101	1,700 1112	5.35 4.00	4448.00
11) 3/4"-0 Material in Base	Cu. Yd.	203	20	240 223	5.60 4.50	1003.50
12) Watering	M-Gal	30	3	55 33	5.00 3.00	99.00
13) Class 'B' Asphaltic Concrete	Ton	447	48	540 525	15.00 14.00	7630.00
14) Type 'C' Concrete Curb	Cu. Yd.	20	2	25 22	✓ 60.00	1320.00
15) Concrete Sidewalk	Sq. Yd.	133	13	146	4.50	657.00
16) Driveways	Sq. Yd.	46	5	51	5.50	280.50

Quantities appear low as do prices.
Intersection at 2nd & Spruce should be completed. [illegible]

Total $ 19,953.00

FEB 7 -

2-5-68

306-1721

7142

Prefix No. 306-1472

LOCATION PROSPECTUS
POWERS (2ND AVE.) SECTION
CITY STREET - COOS COUNTY

HIGHWAY: Second Avenue, city of Powers. Not on State or Federal Highway system.

TERMINI: The north end of the project is at the intersection of 2nd Avenue and Spruce Street. The south end of the project is at the intersection of 2nd Avenue and Fir Street.

LENGTH: 0.07 mile.

PROGRAM: 1968 Special City Allotment Fund.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. Reconnaissance is not necessary. An economic analysis is not needed at this time.

TYPICAL SECTION: 60-foot curbed street section.

BASE DESIGN: Tentative base design for construction is:

3"	A. C.
2"	Leveling
10-1/2"	Coarse Base
15-1/2"	Total

MATERIAL: Sources of suitable material will be located during the survey and referenced to the line.

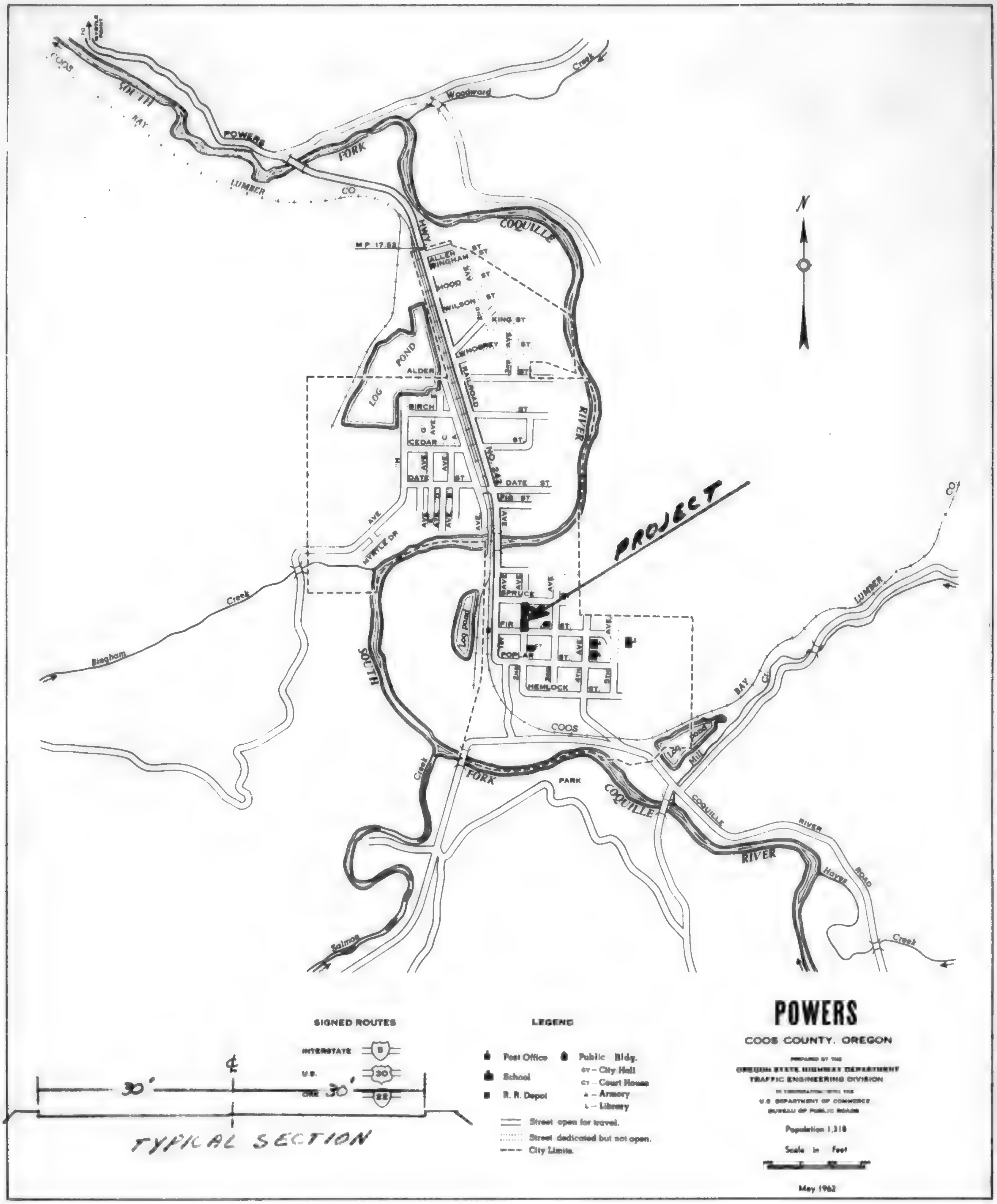
ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine agreements for Special City Allotment project.

PARKS: None.

February 5, 1968
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
C. T. Keasey (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young


COOS
SMITH
BAY
POWERS
FORK
LUMBER
CO
Woodward
Creek
HWY
M.P. 17.52
ALLEN
BINGHAM ST
HOOD
WILSON
2nd
AVE
ST
KING ST
MOONEY
ALDER
LOG
POND
RAILROAD
COQUILLE
RIVER
BIRCH
CEDAR
DATE
DATE ST
FIG ST
NO. 242
MYRTLE DR
Creek
Bingham
PROJECT
SPRUCE
FIR
POPLAR
HEMLOCK
Log pond
SOUTH
COOS
BAY
LUMBER
CO
Log pond
Mill
Creek
FORK
PARK
COQUILLE
RIVER
COQUILLE
RIVER
Hayes
ROAD
Creek
Salmon
N
SIGNED ROUTES
INTERSTATE
5
U.S.
30
ORE
22
LEGEND
Post Office
Public Bldg.
School
CY – City Hall
CT – Court House
R. R. Depot
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
30'
℄
30'
TYPICAL SECTION

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

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JAN 22 1968

366-1721
7142

January 19, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3472

City of Powers
City Hall
Powers, Oregon 97466

Attention: Lillian Ross
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to Second Avenue from Spruce Street to Fir Street in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(copy of agreement)

SCA

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

Aug 17, 1967

RECEIVED
AUG 21 1967
ENGINEER
CITY DIVISION

NOTED
H. S. COX

Dick

State Highway Dept.
County & City Engineer
Richard Urein Field Engineer
Salem, Oregon

Dear Sir:

In reply to your letter of August 16, 1967 in reguards to the City standing the cost above the $25,000 allowed by the State. The City is definately capable of taking care of the estimated $9,000.00 above the $25,000.00 allowable by the State. This does not mean that it could run this high; it depends on what the bidder bids the job for, doesn't it? But we do have the funds for the estimated costs at this time for the project. We are in sincere hope that we can get this project finished. Thank you.

Yours truly
Lillian Rose
City Recorder
City of Powers
Powers, Oregon

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

1948 - 7,460.87
1958 - 18,912.01
1964 - 20,000.00

S.C.A. INVESTIGATION DATA

City of *Powers* Date [illegible], 19*67* Division *III*
Street (s) [illegible]
[illegible]
No. previous projects *3*
Last project *1964* (year)
Total SCA Funds to date $ *46,373*

EXISTING

Surface now in place: A.C. — Oil x Gravel x Concrete —
Surface width: 6[illegible] feet, Shoulder-shoulder width: [illegible] feet
C-C width: - feet, Right-of-way width: 80 feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. x Oil Gravel Concrete
Pave width: 60 feet Shoulder width: — feet C-C width: 60 feet
Thickness of: A.C. 3" inches, Leveling 2 inches, Base 14" inches
Length: 400' feet, .08 mile. Type curb: [illegible]

Remarks: Continue [illegible] 1964 S.C.A. [illegible]

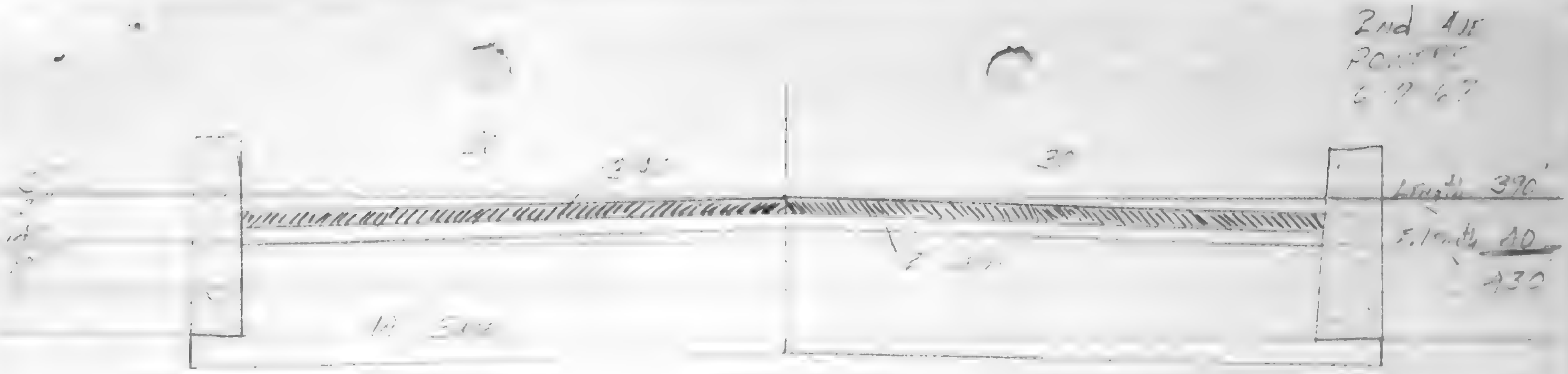
ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 200.00
General Excavation	c.y.	1,900	1.50	2,850.00
Drainage Excavation	c.y.	110	3.00	330.00
12" Culvert Pipe	lin. ft.	200	4.00	800.00
14" Base Material (1-1/2-0)	c.y.	1,700	5.35 ~~3.00~~	9,095.00
2" Level Material (3/4-0)	c.y.	240	5.60 ~~3.25~~	1,344.00
3" Asphalt	ton	540	15.00	8,100.00
Inlets [illegible]	ea.	6	125.00	750.00
~~Manholes~~ 18" Culvert [illegible]	~~ea.~~ ft.	400	5.25	2,100.00
Concrete Curbs 80	c.y.	25	60.00	1,500.00
[illegible] → Concrete Walks and Drives	sq. yd.	—	—	
Watering	M/gal.	55	5.00	275.00
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and M.H.'s	ea.			
Other Binder				480.00

* Items include 10% allowance.

Total	$ 27,824.00
Engineering & Contingencies (20%)	5,564.80
TOTAL	$ 33,388.80
City's Estimated Share of Survey	251.25
TOTAL ESTIMATED COST	$ 33,640.05
	34,000

2nd Ave
[illegible]


30'
30'
Length 390'
E. length 40
430

Sub [illegible] .6 × 62 [illegible] = 1,850 C.Y.
27

[illegible] = 2.5 × 2.5 × 6[illegible] = 110 C.Y.
27

[illegible] = 1.17 × 60.5 × 450 × 1.43 = 1,685 C.Y.
27

2 [illegible] = .17 × 60 × 450 × 1.43 = 243 C.Y.
27

S A.C. = 120.4 × 4.5 = 542 TON.

Conc Curbs = .031 × 800 = 25 C.Y.

Water .0275 × (1928) = 53 M-GAL.

Engineer $6000 × .08 = $480

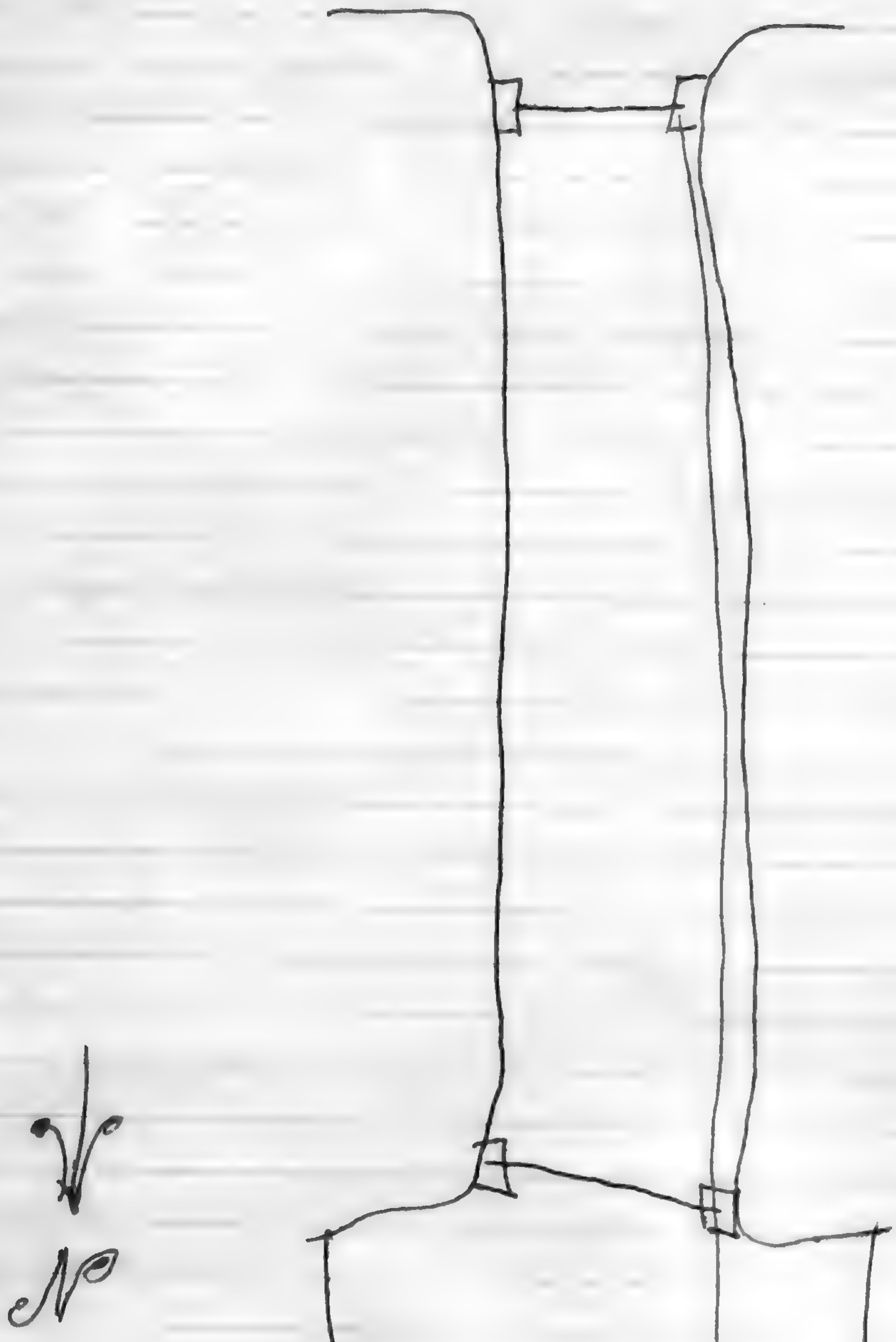
SURVEY Est. $1700

$\frac{8,388.80}{33,388.80} \times 1700 = \$\ 251.25$

POWERS
6-7-67

(.07 mile?)

Length 390'
Extra Length 40'
Total 430



18" pipe 390'
110
500
50 allow
550'
50
600'

Inlets
6

SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Powers, Oregon Date 2-23-67

To be financed by Special City Allotment Fund and necessary city funds.

Street name 2nd Ave. and Spruce St (Fir St. to Powers 2ndary Hwy.)
(Locate project on attached map.)

Project length 700 60 Feet ,width of Shoulders:10Ft. 2nd

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: 20 feet Spruc

Curbed section; width curb to curb: 60 feet 2nd St.
40 Feet Spruce

Remarks ~~Curbs type~~ C.

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ENGINEER
COUNTY & CITY DIVISION

Surface now in place: Oil ___ Paving ___ Gravel X

Present surface width: Same feet as above.

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No x None needed

Give width of intersecting streets: 20' Alley between 2nd and Powers Hwy. On Spruce.

Are intersecting streets curbed? Yes ___ No x

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No x City to stand costs.

To be constructed as part of project? Yes x No ___

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ___ No x Type C.

Explain: To match existing curbs on 2nd Ave.

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No x Sidewalks in palce between Spruce &
Fir, East Side.

Present sidewalks, Length: 300 feet; Width: 6 & 4 feet

Distance between present sidewalks: ______feet

Are sidewalks to be constructed as part of project? Yes____ No x

Width of sidewalks to be constructed: N.A. feet

Are sidewalks to be constructed only on one side of street? Yes____ No x

Are sidewalks to be constructed on both sides of street? Yes x No____

Give: Length to be constructed and On which side of street

Spruce St. 600 feet N. x S. x E.___ W.___

2nd Ave. 300 feet N.___ S.___ E.___ W. x

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks Sidewalks to be constructed at later date by City ______
side of 2nd Ave and both sides of Spruce St.

STORM SEWERS -

Now in place? Yes x No____

If yes, are they adequate for increased flow? Yes____ No x

Indicate depth of main lines from present surface: 16 ~~feet~~ Inches

To be constructed by City? Yes____ No x

To be constructed as part of project? Yes x No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks 1 manhole at intersection of 2nd Ave & Spruce Street
1 manhole on Spruce St. at intersection of alley West of 2nd Ave.
Flow west on Spruce to M.H. at alley thence North .

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 2½ feet

Remarks Water lines exist as shown on as constructed & to be

/ constructed map Contract No 6496 Powers 2nd Ave.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? Six

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No x

Electric poles? Yes x No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No x

Which company? ___

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No x

Clearing? Yes ____ No x

Base rock? Yes ____ No x

Concrete curbs? Yes ____ No x

Driveways? Yes ____ No x

Remarks

GENERAL INFORMATION:

Are city finances available? Yes x No ____

When available? Date July 1, 1967

Has city established grade on street? Yes ____ No x
(If yes, please include copy of data.)

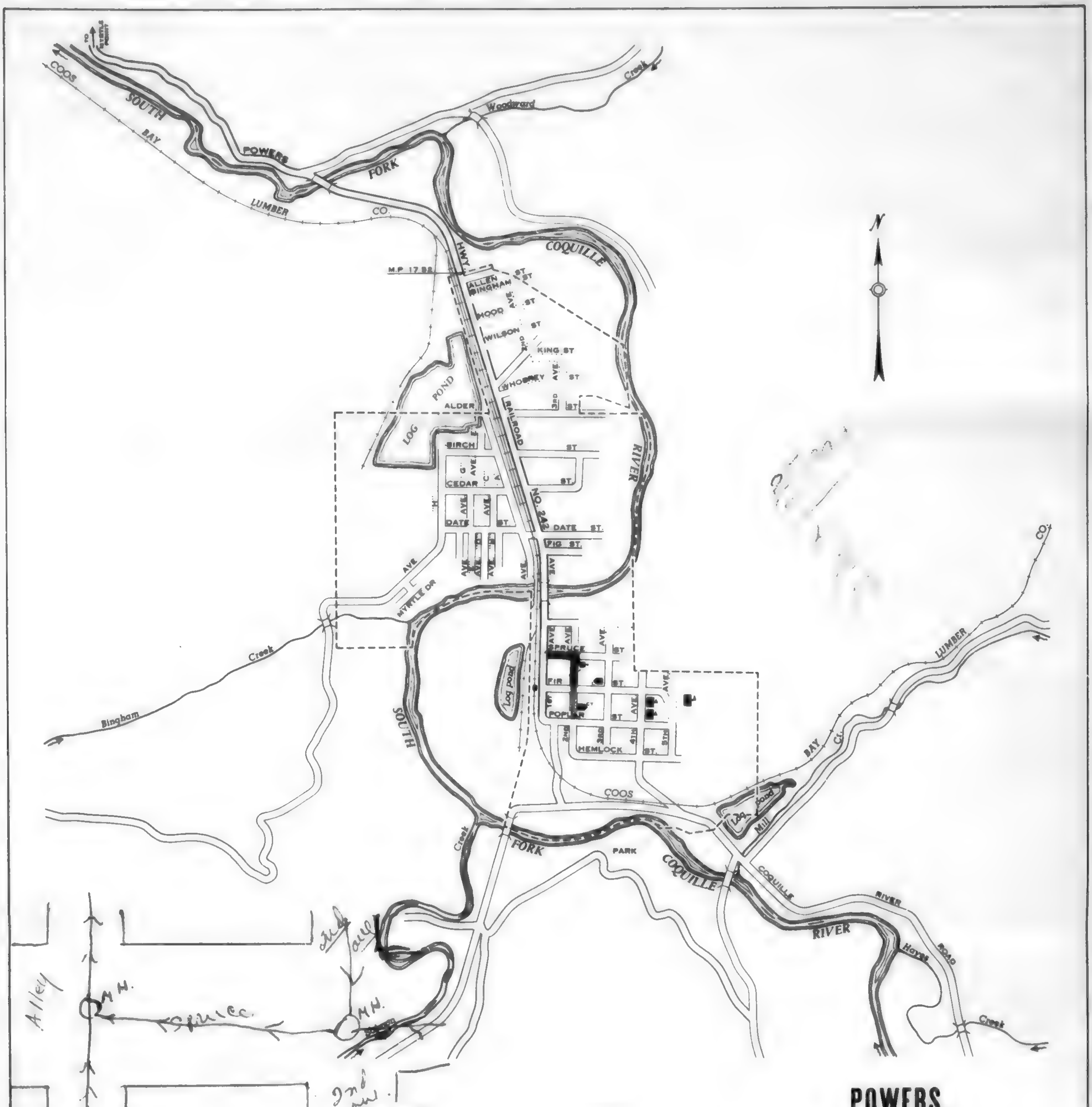
Please indicate site for disposal of excess excavated material:
City Pumping Station

General remarks: Refer to contract No. 6496. Request they follow servey as on 2nd ave. Powers Section that was not completed in June 1964. Additional engineering only on Spruce Street.

By John L Bushnell
Mayor

By Lillian Rose
City Recorder or City Manager

By
City Engineer


N
TO EIGHTH POINT
COOS BAY LUMBER CO.
SOUTH FORK
POWERS
Woodward Creek
COQUILLE RIVER
HWY NO. 242
M.P. 17.92
ALLEN ST
BINGHAM ST
HOOD AVE ST
WILSON ST
KING ST
WHOBREY AVE ST
2ND
3RD ST
LOG POND
ALDER
RAILROAD
BIRCH ST
CEDAR ST
DATE ST
FIG ST
MYRTLE DR
AVE
Creek
Bingham
Log pond
SPRUCE ST
FIR ST
POPLAR ST
HEMLOCK ST
1ST
2ND
3RD
4TH
5TH
COOS BAY LUMBER CO.
Log pond
Mill
SOUTH FORK
Creek
PARK
COQUILLE RIVER
Hayes Creek
ROAD
Alley
M.H.
Spruce
M.H.
4th ave
3rd ave.

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

Sanitary sewer Flow

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

FILED
RICHARD UNREIN

2-6-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Powers is an incorporated city of the State of Oregon and has a population of 1079 as given by the latest official census; and

WHEREAS, the following streets of said city,

Fir Street to Spruce on 2nd street one block thanse on Spruce Street to the main highway.

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FEB 9 - 1967
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Powers does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John L. Bushnell (Mayor) as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of February, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

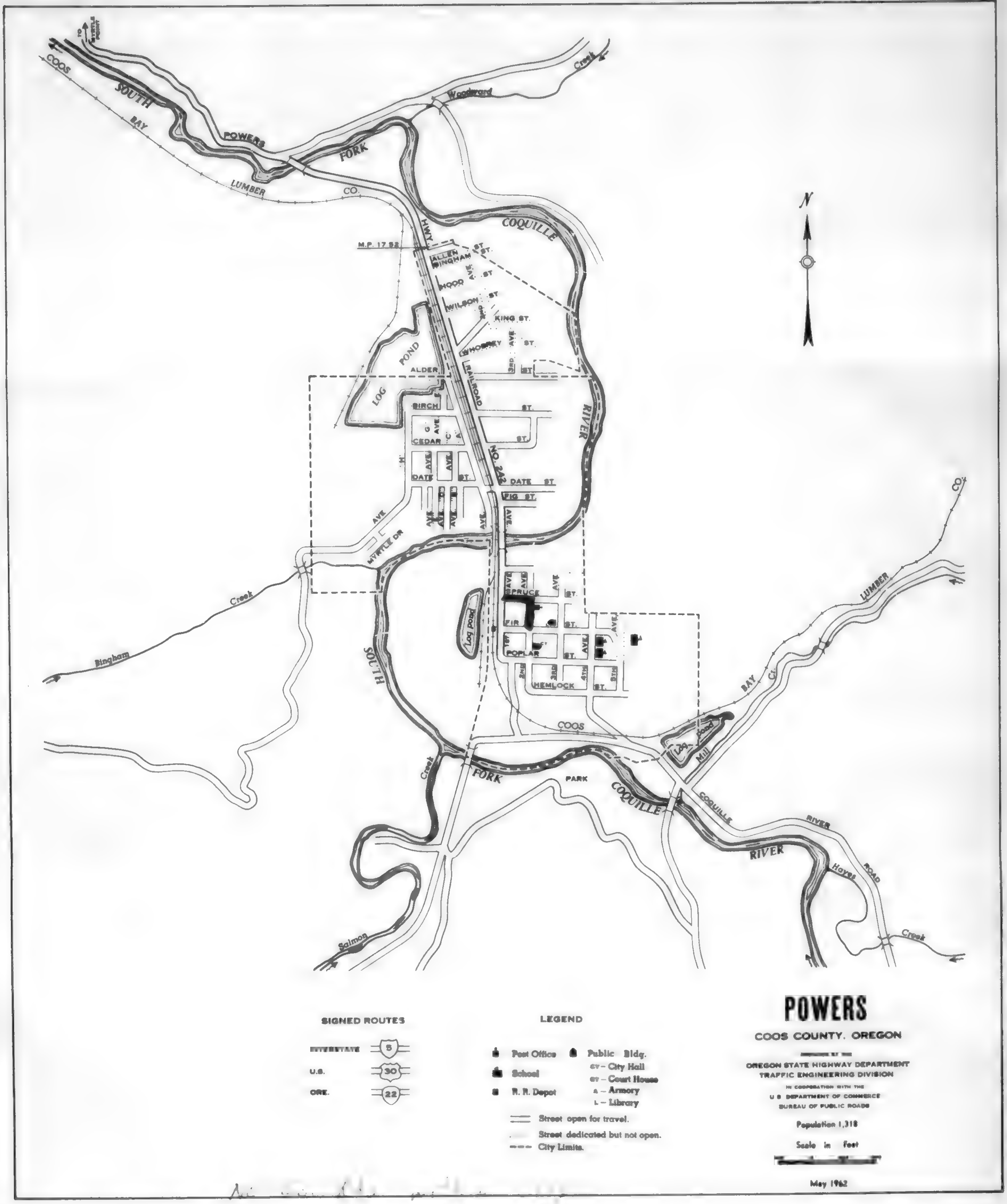
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Powers at a regular or special meeting of said Council, held on the 6th day of February, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th day of February, 1967.

City Recorder

RECEIVED
FEB 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER


TO MYRTLE POINT
COOS BAY LUMBER CO.
SOUTH FORK
POWERS
Woodward Creek
HWY. NO. 242
COQUILLE RIVER
M.P. 17.92
ALLEN ST.
BINGHAM ST.
HOOD AVE. ST.
WILSON ST.
KING ST.
McHORREY ST.
3RD AVE.
LOG POND
ALDER
RAILROAD
BIRCH ST.
CEDAR ST.
DATE ST.
FIG ST.
MYRTLE DR.
AVE.
SPRUCE ST.
FIR ST.
POPLAR ST.
HEMLOCK ST.
1ST
2ND
3RD
4TH
5TH
Log pond
Bingham Creek
SOUTH FORK
COOS
PARK
Mill
Log pond
Creek
COQUILLE RIVER
COOS BAY LUMBER CO.
Hayes ROAD
Creek
Salmon
N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

Jan 17, 1967

H.S. Cox, Engineer
County & City Division
c/o State Highway Department
Salem, Oregon

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Dear Sir:

Please send applications for 1968 program for help on Streets with a population of less than 5000.

Thank you.

NOTED
P. B. Arensmeier

Yours truly
Lillian Ross
Lillian Ross
City Recorder
Powers, Oregon

NOTED
HAROLD
REYNOLDSON

RECEIVED
JAN 19 1967
ENGINEER
COUNTY & CITY DIVISION

Sent Forms
1-21-67

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

320-1721 Veneta (Dunham Avenue) Section 1968
of City Street
#7144 (Grading & Paving)

CYA 3418

January 7, 1969

Mrs. Marie Warden
City Recorder
P.O. Box 458
Veneta, Oregon 97487

Dear Mrs. Warden:

Attached for your records and information is an itemized statement of the final costs of the 1968 Special City Allotment project on Dunham Avenue in Veneta.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
HAROLD
REYNOLDSON

RU:sb

Enc.

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 7, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1968

Contract # 7144

Prefix 320-1721

Survey Prefix 320-1412

Street Dunham Avenue

City Veneta

Payments to Contractor..(See attached voucher.)	$17,037.38
Permanent traffic signs	166.57
Engineering and Contingencies........................	7,124.94
Survey...Total: $ 1,477.99 Pro-rata Share........................	—
TOTAL.............	$24,328.89
Agreed State Share	24,328.89
Agreed City Share	$ —
City Advance Deposit	$ —

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REV. 6-63)

COUNTY LANE		CONTRACT NO 7144	ESTIMATE NO./ 3 Fi
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.	
SECTION /DUNHAM AVE/ VENETA			

D.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
	TEMPORARY PROTECTION AND DIRECT OF TRAFF	LUMP SUM	250.0000	1.00
	CLEARING AND GRUBBING	LUMP SUM	335.0000	1.00
	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	.6300	1,140.6
	FINISHING ROADBED AND SLOPES	LUMP SUM	95.0000	1.00
	TRENCH EXCAVATION	CU YDS	1.9000	87.0
	SPECIAL BACKFILL IN DRAINS	CU YDS	5.0000	27.68
	WATERING	M-GALS	4.0000	30.8
	LIME TREATED SUBGRADE	SQ YDS	.3000	3,600.0
	LIME FOR TREATED SUBGRADE	TONS	34.5000	44.15
	3/4IN-0 MATERIAL IN BASE	CU YDS	3.5500	463.1
	STONE BASE	CU YDS	3.3700	682.0
	CLASS B ASPHALT CONCRETE	TONS	7.0000	697.74
	10-INCH CULVERT PIPE	LIN FT	2.7500	55.5
	12-INCH CULVERT PIPE	LIN FT	4.0000	86.0
	6-INCH PERF DRAIN PIPE	LIN FT	1.8500	930.0
	CONCRETE MANHOLES	ONLY	165.0000	1.0
	CONCRETE INLETS TYPE G-2	ONLY	110.0000	4.0
	EXTRA FOR AC CONCRETE APPROACHES	ONLY	20.0000	10.0
	PRICE AGREEMENT ITEMS			
01	SALV + RELAY 10IN + 12IN PIPE INC EXCAV	LIN FT	2.4500	295.0
	FORCE ACCOUNT ITEMS			
F	FLAGGING			

09/10/68 7144	TOTAL CONTRACT ITEMS
OUS VOUCHER NO. 8886	% RETAINED ON CONTRACT ITEMS
KED BY: CP/st md	FORCE ACCOUNT
NEER OR AUDITOR H. E. Mayfield	TOTAL PAYMENTS

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S	
7144	3 Final	320-1721-204 (41)	817.15 Dr.

FEDERAL AID PROJECT NO.

VENETA

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	250.0000	1.000	250.00	250.00	
LUMP SUM	335.0000	1.000	335.00	335.00	
CU YDS	.6300	1,140.600	718.58	718.58	
LUMP SUM	95.0000	1.000	95.00	95.00	
CU YDS	1.9000	87.080	165.45	165.45	
CU YDS	5.0000	27.680	138.40	138.40	
M-GALS	4.0000	30.800	123.20	123.20	
SQ YDS	.3000	3,600.000	1,080.00	1,080.00	
TONS	34.5000	44.150	1,523.18	1,523.18	
CU YDS	3.5500	463.100	1,644.01	1,644.01	
CU YDS	3.3700	682.000	2,298.34	2,298.34	
TONS	7.0000	697.740	4,884.18	4,884.18	
LIN FT	2.7500	55.500	152.63	152.63	
LIN FT	4.0000	86.000	344.00	344.00	
LIN FT	1.8500	930.000	1,720.50	1,720.50	
ONLY	165.0000	1.000	165.00	165.00	
ONLY	110.0000	4.000	440.00	440.00	
ONLY	20.0000	10.000	200.00	200.00	
LIN FT	2.4500	295.000	722.75	722.75	
			37.16	37.16	
TOTAL CONTRACT ITEMS			17,000.22	17,000.22	
% RETAINED ON CONTRACT ITEMS				817.15	817.15
FORCE ACCOUNT			37.16	37.16	
TOTAL PAYMENTS			17,037.38	16,220.23	817.15

RECEIVED
OCT 10 1968
FOR FILING

320-1721

7144

October 9, 1968

St. Paul Fire and Marine Insurance Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7144 awarded to McKenzie Road and Driveway Company for grading and paving Dunham Avenue in the City of Veneta in Lane County was completed on August 21, 1968, and accepted by the Highway Commission on October 8, 1968.

Final payment in the amount of $817.15 will be released to the contractor after October 16, 1968. The total contract amount is $17,037.38 including $37.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc McKenzie Road and Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Tromp and McKinley Agency
260 11th Avenue East
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

C

RECEIVED
OCT 9 - 1968

FOR FILE

320-1721
7144

October 8, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 21, 1968, on Contract No. 7144. The contract was with McKenzie Road & Driveway Company and was for the grading and paving of Dunham Avenue in Veneta in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 8, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms

bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

C

RECEIVED
SEP 27 1968
FOR FILING

330-1721

7144

September 26, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of project authorization on Contract No. 7144, Veneta (Dunham Avenue) grading and paving project in Lane County, is apparent. McKenzie Road and Driveway Company of Eugene is the contractor. This is a State project for which the original authorization was $19,228.04. The present anticipated cost is $23,637.92, indicating an overrun of 22.9 percent.

The major reason is an overrun in engineering. A grade change to avoid existing pipes was performed under a Price Agreement and required some additional engineering work. This was a small project, with a variety of contract items requiring sampling and testing of small quantities. The contractor had work elsewhere and worked on this project intermittently resulting in extra time spent to properly inspect the progress.

This request for additional authorization will be presented to you at the October 1 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
H. S. Cox
C. T. Keasey

JAB:DES:fw fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1968

SUBJECT: Overrun of Project Authorization
Veneta (Dunham) Avenue Section
Contract No. 7144

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project, for grading and paving, is under contract to McKenzie Road and Driveway Company of Eugene. The original project authorization was $19,228.04. The present anticipated cost is $23,637.92, indicating an overrun of $4,409.88 or 22.9 per cent.

The major reason for this overrun is due to the overrun in engineering costs. This project required inspection and testing charges which far exceeded the percentage available. This project was used by the contractor to keep his crews occupied when they were not working on other jobs. A grade change performed under a Price Agreement required the lowering of some culverts and this work also required additional engineering work.

We have made an extensive review of the salary charges on this project in relation to the contract progress. A chart showing some of the findings is attached. This job had the new engineering percentage for small projects (10 per cent). It is interesting to note that the laboratory charges for this project amount to $478.50 or 28-1/2 per cent of the original engineering authorization. After subtracting this amount, the remainder would only have supported one H.E. I for approximately six weeks, the actual time required to complete the project. Obviously, there were times when more than one man was required (e.g. staking). There are no overtime costs for engineering.

It is recommended that the project authorization be increased by $4,409.88. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DES:fw
Enc.
cc L. H. Young
H. S. Cox

VENETA (DUNHAM AVE.)
CITY STREET
Contract 7144

	June					July 1968				August				
	8 9	15 16	22 23	29 30	6 7	13 14	20 21	27 28	3 4	10 11	17 18	24 25	31 1	7 8
Engineering Personnel — Total Used		5	2	1	4	7	5	4	6	6	5	2		
Total Hours		111	24	12	36	128	92	96	120	120	66	43		
Contractor's Personnel					6	11	7	4	11	16	17			
Per Cent of Contract Done					10	11	20	13	24	13	10			
Activity			Staking	Soil Tests	Clearing & Drainage	Clearing Drainage Grading	Lime Treatment	Drainage	Drainage & Surfacing	Surfacing & Paving	Paving & Clean-up	Semi-Fina.	Semi-Final	

Contract Awarded 6-10-68

Work Started 7-11-68

Contract Complete 8-21-68

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1968

SUBJECT: Expected Overrun of Project Auth.
Veneta (Dunham) Ave.
City Street
Lane County
Contract No. 7144

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Enclosed herewith is the Statement of Expected Overrun of Project Authorization on the subject project. The overrun on this project is all a result of excessive engineering requirements. The Resident Engineer, H. E. Mayfield, has stated the principal reasons for this overrun in engineering.

While in Eugene this week, I discussed the reasons for this overrun at considerable length with Mr. Mayfield. In addition to the reasons given on the overrun form the contractor caused considerable additional expense in the engineering. The contractor used this project as a fill-in between other city street work. On numerous occasions, he would advise the Resident that he was not going to work the following day. Then the next day he would change his plans and work which caused the Resident to send his officeman or Assistant to the project to inspect the contractor's work. Then the opposite would happen. An inspector would be on the job and the contractor would not work. This type of operation resulted in a very inefficient use of engineering personnel.

Your approval of this Expected Overrun of Project Authorization is recommended.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Routing E

Morgan
Decker
Bond
Barbee
Walker
Glenn
✓ Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 1 · 1968
CONSTRUCTION
DIVISION

Form [illegible] (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Veneta (Dunham Ave.) Date 9-4-68

Highway City Street Contract No. 744

County Lane Kind of Work Grading and Paving Contractor McKenzie Road & Driveway Co.

	Authorized	Estimated
Contract Amount	$ 16,343.05	$ 16,277.47
Anticipated Items	450.00	166.57
Contingency (4½%)	755.68	760.09
Engineering	1,679.31	6,433.79 (as of 9-4-68)
Credits	-	-
PROJECT COST	19,228.04	23,637.92
	NET INCREASE $	4,409.88 or 22.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Engineering	$1,679.31	$6,433.79	$+ 4,754.48

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-1-68

Principal reasons for overruns (Continue on reverse side): The size of the project in relation to the inspection and testing required was the major reason for the overrun. Also this project was used as a "fill in" job by the contractor, thereby necessitating excessive engineering. A shortage of the proper classifications of people contributed also. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. E. Mayfield
Resident Engineer

Noted by John A. Bond
by
Construction or Bridge Engineer

Confirmed by John [illegible]
Asst
Division Engineer

Noted by F B Klaboe
Deputy or State Highway Engineer

320-1721

7144

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Veneta (Dunham Ave.)

WEEK ENDING: Aug. 31, 1968

SECTION PREFIX: 32C-1721

HIGHWAY: City Street

COUNTY: Lane

NAME OF JOB: Veneta (Dunham Ave.)

KIND OF WORK: Grading and Paving

CONTRACTOR: McKenzie Road and Driveway

CONTRACT NUMBER: 7144

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 10, 1968

DATE WORK STARTED: July 11, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 59

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ~~XXXXX~~ used: 98

PROJECT AUTHORIZATION: $19,228.04

EXCLUSIVE OF ENGINEERING: $17,548.73

ENGINEERING AUTHORIZATION: $1,679.31

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $17,204.13

ENGINEERING COST TO DATE: $6,153.27

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 2.0 %

PERCENT OF AUTHORIZATION: 366.4 %

DATE PROJECT WAS COMPLETED: Aug. 21, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	COMPLETE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Showers			
TUESDAY	Showers			
WEDNESDAY	Partly Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

NOTED
R. D. CHURCH

Form [illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Veneta (Dunham Ave.) Date 9-4-68

Highway City Street Contract No. 7144

County Lane Kind of Work Grading and Paving Contractor McKenzie Road & Driveway Co.

	Authorized	Estimated
Contract Amount	$ 16,343.05	$ 16,277.47
Anticipated Items	450.00	166.57
Contingency (4½%)	755.68	760.09
Engineering	1,679.31	6,433.79 (as of 9-4-68)
Credits	-	-
PROJECT COST	19,228.04	23,637.92
	NET INCREASE $	4,409.88 or 22.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Engineering	$1,679.31	$6,433.79	$+ 4,754.48

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-1-68

Principal reasons for overruns (Continue on reverse side): The size of the project in relation to the inspection and testing required was the major reason for the overrun. Also this project was used as a "fill in" job by the contractor, thereby necessitating excessive engineering. A shortage of the proper classifications of people contributed also. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. E. Mayfield
Resident Engineer

Noted by John [illegible] Bond
for
Construction or Bridge Engineer

Confirmed by John [illegible] II
Asst
Division Engineer

Noted by F B Klaboe
Deputy or State Highway Engineer

GP[illegible]

Explanation of Engineering Overrun (Continued)

A grade change between sta. 13+60 and 15+60 to avoid the lowering of some pipes and P.A. No. 1 to lower other pipes required additional office and field engineering.

Lab charges for this project are $478.50 or 28.5% of the original engineering authorization.

RECEIVED
OCT 2 1968
OFFICE ENGINEERING
DIVISION

320-1721

7144

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Veneta (Dunham Ave.)

WEEK ENDING: Aug. 31, 1968

SECTION PREFIX: 320-1721

HIGHWAY: City Street

COUNTY: Lane

NAME OF JOB: Veneta (Dunham Ave.)

KIND OF WORK: Grading and Paving

CONTRACTOR: McKenzie Road and Driveway

CONTRACT NUMBER: 7144

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 10, 1968

DATE WORK STARTED: July 11, 1968

ESTIMATED COMPLETION DATE: — —

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 59

SPECIFIED COMPLETION DATE: —

PERCENT OF TIME ~~XXXXXX~~ used: 98

PROJECT AUTHORIZATION: $19,228.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $17,548.73

ENGINEERING AUTHORIZATION: $1,679.31

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $17,204.13

ENGINEERING COST TO DATE: $6,153.27

DATE PROJECT WAS COMPLETED: Aug. 21, 1968

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 2.0 %

PERCENT OF AUTHORIZATION: 366.4 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
							— —

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE		COMPLETE			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			M E
MONDAY	Showers			3
TUESDAY	Showers			
WEDNESDAY	Partly Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				NOTED R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 8-26-68	One man in office on Semi-final. Final Inspection was made today by Mr. Quiner and myself. Mr. Quiner and Mr. Williams in office.
TUESDAY 8-27-68	One man in office on Semi-final. Mr. Quiner in office
WEDNESDAY 8-28-68	The Semipfinal was completed and sent to Division office with Mr. Quiner this date
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report.

SIGNED H. E. Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE II ED. SUBMIT 3 COPIES.

SP-F216

City of Veneta
INCORPORATED 1962
VENETA, OREGON

August 21, 1968

NOTED
H. S. COX

Oregon State Highway Department
County and Cities Division
Mr. Richard Unrein, Field Engineer
Salem, Oregon 97310

Dear Sirs,

I have personally inspected the new street construction job on Dunham Ave., from Territorial to Fourth Street. I feel the Contractors have done a very acceptable job, both drainage wise and the surfacing.

I think our people will be proud of the new improvement to our City and I would like to "Thank you" for a job well done.

Yours truly,
Ralph L. Johnson
Ralph L. Johnson, Mayor

RECEIVED
AUG 22 1968
ENGINEER
COUNTY & CITY DIVISION

rlj:mw

Copies to: C. T. Kraser
E. A. Pease
H. E. Mayfield - Res. Engr. Eugene
Frank Hall

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

C

RECEIVED
JUN 12 1968

320-1721

7144

June 11, 1968

McKenzie Road & Driveway Company
P. O. Box 347
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 10 awarded to you State Highway Contract No. 7144 for grading and paving on Dunham Avenue in the city of Veneta in Lane County.

This award was based on your bid of $16,343.05 which was the low bid submitted to the Commission on June 6 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

bc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

NOTED
H. S. COX

June 6, 1968

Mrs. Marie Warden
City Recorder
P.O. Box 56
Veneta, Oregon 97487

Dear Mrs. Warden:

On June 6, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Dunham Avenue in Veneta. The apparent low bid was submitted by McKenzie Road and Driveway Company of Eugene; and the anticipated cost based on the bid is as follows:

Contractor's bid	$16,343.05
Anticipated additional items	450.00
Total	16,793.05
Engineering & contingencies (14%)	2,434.99
TOTAL ANTICIPATED COST	$19,228.04

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:cb

bc L. H. Young
C. T. Kenney

NOTED
DON HARWELL

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. N.E., Seattle, Washington 98105
SAFECO INSURANCE

[illegible] 1958 [illegible]

Mansfield & Co. 20,187.50
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT #3 Veneta (Dunham Avenue) Section
Veneta

LOCATION Lane County

OWNER Oregon State Highway Dept.

DATE June 6, 1968

ITEM NO.	QUANTITY	DESCRIPTION		BIDDERS McKinze Rd E Pvy Eugene $ 16,343.05	Wildish Const Co Eugene $ 18,079.25		OTHER BIDDERS AMOUNT BID
700 1		L.S. Temp. Protect. & Direct. of Traf.	250.00	250.	300.		
2		L.S. Clearing & Grubbing	335.00	335.	150.		
.450 3	1,800	C.Y. Gen. Exc. Unclass.	1,134.00	.63	.60		$
4		L.S. Finishing Roadbed & Slopes	95.00	95.	250.		
5	65	C.Y. Trench Exc.	123.50	1.90	4.		
6	30	C.Y. Special Backfill in Drains	150.00	5.	5.		$
7	25	M.G. Watering	100.00	4.	4.		
.30 8	4,000	S.Y. Lime Treated Subgrade	1,200.00	.30	.40		
30.00 9	45	Tons Lime for Treated Subgrade	1,552.50	34.50	.30.		$
3.95 10	340	C.Y. 3/4" - 0 Matl. in Base	1,207.00	3.55	3.80		
3.50 11	690	C.Y. Stone Base	2,325.30	3.37	3.80		
9.50 12	660	Tons Class "B" Asphalt Conc.	4,620.00	7.	8.		$
13	25	L.F. 10" Culv. Pipe	68.75	2.75	2.65		
14	90	L.F. 12" Culv. Pipe	360.00	4.	2.90		
15	1,020	L.F. 6" Perf. Drain Pipe	1,887.00	1.85	1.90		$
16	1	Only Conc. Manholes	165.00	165.	250.		
17	5	Only Conc. Inlets, Type G-2	550.00	110.	160.		
18	11	Only Extra for A.C. Conc. Appr.	220.00	20-	30.		$
		[illegible] →	16,343.05				
							$

9-403 R4 7/60

Bond with GENERAL

® SAFECO Insurance Company of America, registered trademark owner.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section DUNHAM AVENUE Highway City of Veneta County Lane Prefix 320-1412

Res. Engr. J. E. Chaney Approx. Length 0.17+ Miles. Sta. 10+00+ to Sta. 19+05+ Date 3-20-68

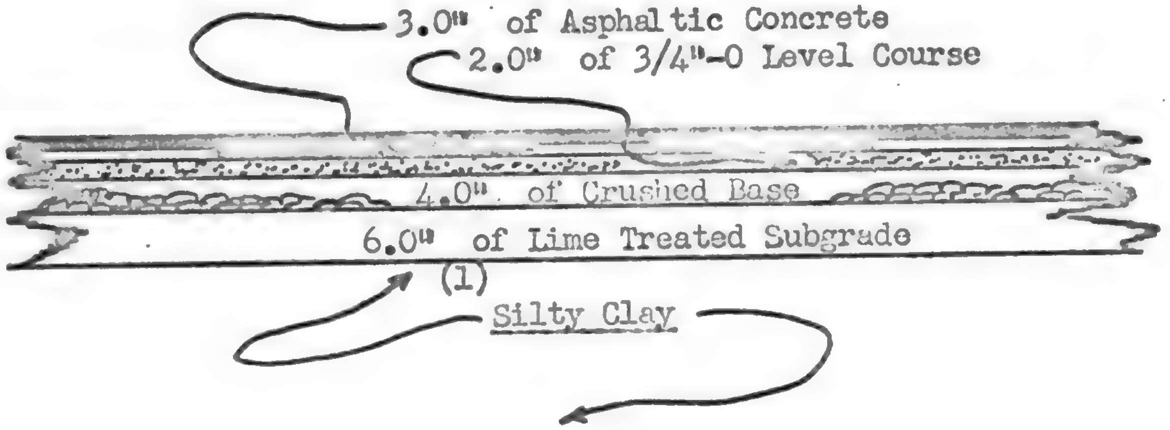
Truck A.D.T. 15 Traffic Coefficient 5.6 18 kip s.a. per day 3.4 (Automobiles not considered.)

Annual Precipitation 40"+ (Fern Ridge Dam) Frost Penetration ---------

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	4.0	..0	Cr. Base
	5.0	6.0	L.T.S.
17.0	17.0	15.0	

(1)
Typical Soil

30	LL
11	PI
100	%P 10
74	%-200
0	%Gravel
2	%C Sand
24	%F Sand
35	%Silt
39	%Clay
13	"R" Value


3.0" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course
4.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See remarks on Page 2.

NOTED
F. B. KLABOE

3-20-68

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by ____________________ for Staff Assistant

Recommended by O A White Engineer of Materials

Recommended by ____________________ Construction Engineer

Approved by ____________________ ~~Asst.~~ State Highway Engineer

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County- City (2)

DUNHAM AVENUE
City of Veneta
Lane County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
Cars Only	2.0"	2.0"	*4.0"	6.0"	12.5"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Lime Treated Subgrade = 0.8" Crushed Base

Note:

The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: DUNHAM AVENUE

HIGHWAY: City of Veneta

COUNTY: Lane

100 Present ADT (1967)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	7	1.9	13	10	450	4500
3	3	1.9	6	5	1000	5000
4	— —	— —	—	—	1250	— —
5	— —	— —	—	—	3180	— —
6	— —	—	—	—	2570	—
				15 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 9500

TWENTY YEAR EWL 190,000

TRAFFIC COEFFICIENT 5.6

SECTION: DUNHAM AVENUE
HIGHWAY: City of Veneta
COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable for this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.17 mi.) project. See Items 6 & 12.

NARRATIVE REPORT
VENETA (DUNHAM AVENUE) SECTION
CITY STREET LANE COUNTY
PREFIX: 320-1412-901

5-68

The purpose of this survey is to prepare plans, specifications and estimates for grading and paving on the existing alignment of Dunham Avenue.

This location survey covers that portion of Dunham Avenue between 4th Street and the Territorial Highway. The length of the survey is 0.17 mile. The alignment for the proposed improvement is located midway between the existing right of way lines.

The typical section consists of two 12-foot travel lanes, constructed of asphaltic concrete, with 6-foot graveled shoulders. Roadside ditches are required. The base design is as follows:

— A.C. if tot. under $25,000

Paving	3"	A.C.
Top Course Base	2"	Leveling
Bottom Course Base	9"	
Total Depth	14"	

The Maximum gradient is 2.0 per cent. The alignment is straight throughout the proposed project.

The total estimated cost is $20,734.80. The cost per mile is $121,969.41.

No additional right of way is needed.

The City of Veneta has no master plan for a storm drainage system. Councilman R.M. Gutman, who is on the Streets Committee, advised that the existing drainage system is adequate.

The City of Veneta, by agreement with the Oregon State Highway Department, is to effect all necessary changes of utilities. All meter boxes will require adjustment. This work should be performed concurrent with the construction work.

[illegible]

VENETA (DUNHAM AVENUE) SECTION LOCATION
CITY STREET
LANE COUNTY

PREFIX: 320-1412
FEBRUARY 1968

COST ESTIMATE

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNREIN
1.	Clearing & Grubbing	All	All	Lump Sum	$ 500.00	500.00
2.	Ditch Excavation, Unclass.	Cu. Yd.	6	4.00	24.00	120.00
3.	General Excavation, Unclass.	Cu. Yd.	2,200	1.50	3,300.00	3,500.00
4.	Finish Roadbed & Slopes	All	All	Lump Sum	204.00	—
5.	Trench Excavation, Unclass.	Cu. Yd.	19	4.00	76.00	—
6.	Watering	M-Gal	47	4.00	188.00	300.00
7.	Stone Base	Ton	2,280	2.75	6,270.00	7,350.00
8.	3/4"-0 Material in Base	Ton	520	2.85	1,482.00	2,137.50
9.	Class "B" Asphaltic Concrete	Ton	440	7.50	3,300.00	4,240.00
10.	12-inch Culvert Pipe	Lin. Ft.	210	4.00	840.00	1,500.00
11.	Concrete Manhole	Each	1	350.00	350.00	-
12.	Extra for A.C. Concrete Approaches	Each	7	35.00	245.00	360.00
	Subtotal Contract Items				$16,779.00	20,857.50
	Anticipated Items:					
	Flagging				500.00	
	Subtotal				$17,279.00	
	Engineering & Contingencies (20 per cent).				3,455.80	4,151.50
	Total				$20,734.80	24[illegible]

[illegible]
ARD UNREIN

RECEIVED
JAN 16 1968

FOR FILE

320-1721

7144

January 15, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3468

City of Veneta
City Hall
Veneta, Oregon 97487

Attention: Mrs. Marie Warden
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement of Dunham Avenue in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment
cc H. S. Cox
(conformed copy)

RECEIVED
JAN 11 1968

FOR FILING
320-721
7199

1-7-68

Prefix No. 320-1412

LOCATION PROSPECTUS
VENETA (DUNHAM AVENUE) SECTION
CITY STREET - LANE COUNTY

HIGHWAY: Dunham Avenue from 4th Street to the Territorial Highway. Not on Federal-aid or State system.

TERMINI: The westerly terminus of Dunham Avenue is at the intersection of 4th Street. The easterly terminus is at the intersection of the Territorial Highway.

LENGTH: The length of the project is 0.17 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment of Dunham Avenue. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted.

TYPICAL SECTION: The typical section will consist of two 12-foot travel lanes with 6-foot shoulders.

BASE DESIGN: The tentative design for construction of Dunham Avenue is:

Paving	3" A. C.
Top Course Base	2" Leveling
Bottom Course Base	9"
Total Depth	14"

MATERIALS: Adequate quantities are available from commercial sources.

ADDITIONAL FACILITIES: There are no railroads or major stream crossings.

AGREEMENTS: Routine negotiations for Special City Allotment project.

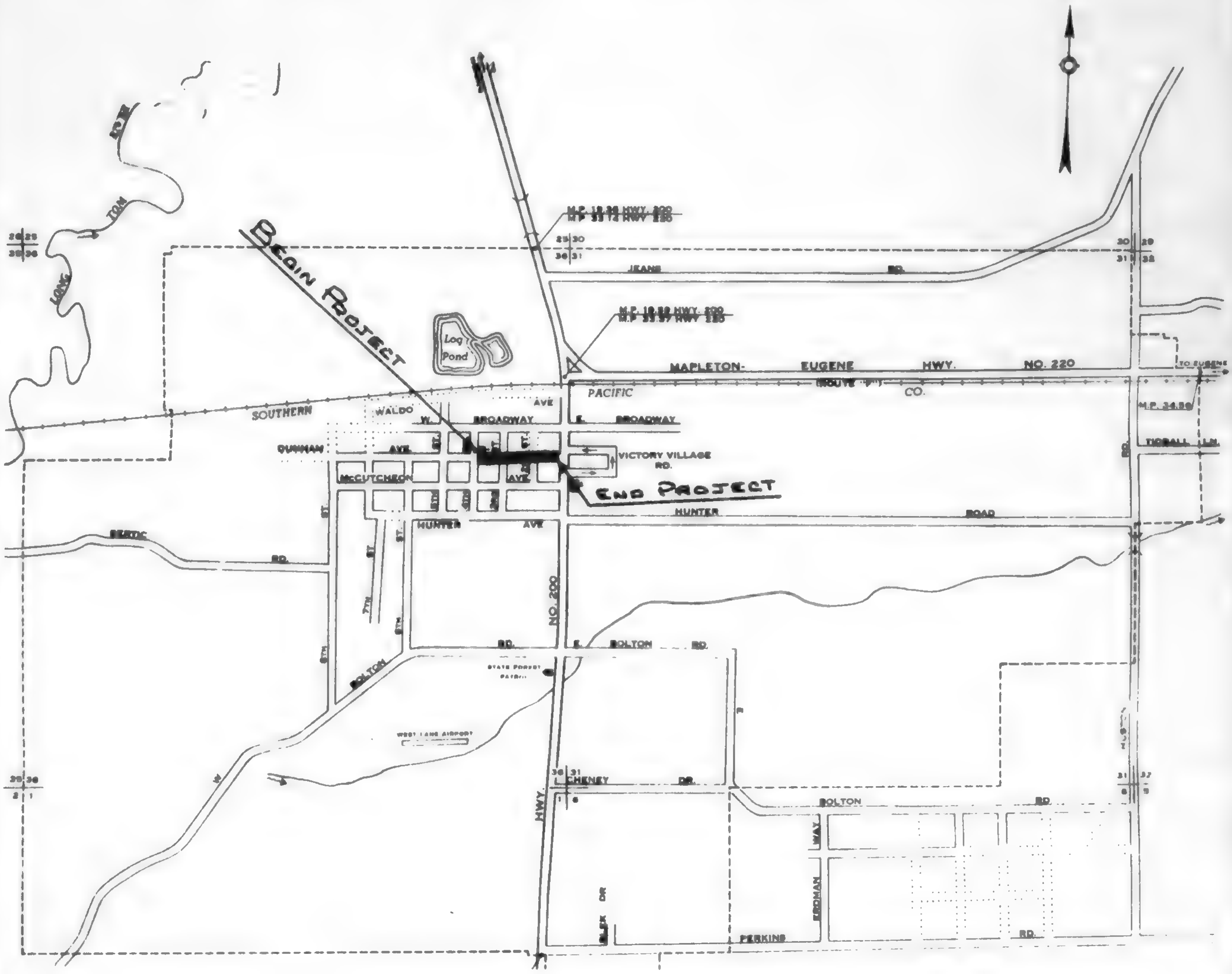
PARKS: None.

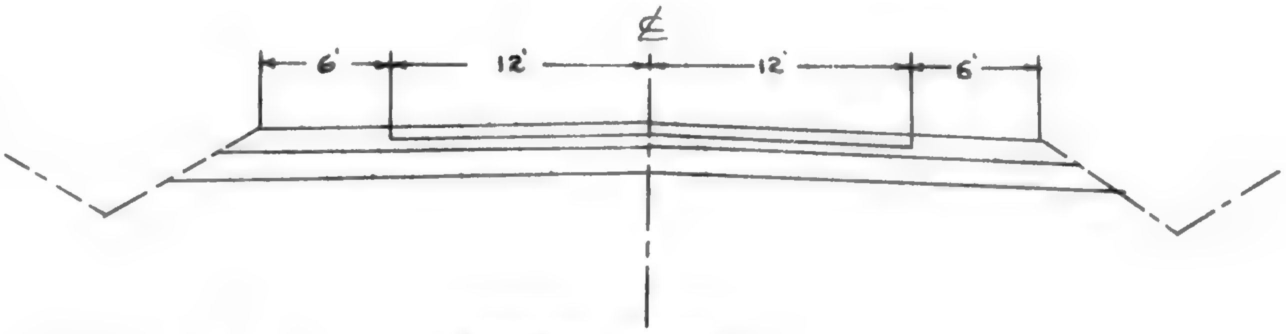
January 8, 1968
Attachment

cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

[illegible]


N
BEGIN PROJECT
END PROJECT
Log Pond
LONG TOM
25 | 30
36 | 31
30 | 29
31 | 32
JEANS RD.
MAPLETON- EUGENE HWY. NO. 220
TO EUGENE
SOUTHERN PACIFIC CO.
WALDO AVE
W. BROADWAY
E. BROADWAY
DUNHAM AVE
McCUTCHEON AVE
VICTORY VILLAGE RD.
HUNTER AVE
HUNTER ROAD
TIDBALL LN.
M.P. 34.56
ST.
7TH
8TH
RD.
HWY. NO. 200
E. BOLTON RD.
BOLTON
STATE FOREST PATROL
WEST LANE AIRPORT
35 | 36
2 | 1
36 | 31
1 | 6
CHENEY DR.
BOLTON RD.
WAY
ERDMAN
PERKINS RD.



TYPICAL SECTION
DUNHAM AVE.

PROPECTUS MAP
DUNHAM AVENUE
CITY OF VENETA
LANE COUNTY
1967

S.C.A. INVESTIGATION DATA

City of VENETA Date [illegible], 1967 Division III
Street ~~(s)~~ [illegible]
[illegible]
No. previous projects 1
Last project 1966 (year)
Total SCA Funds to date $ 17,365

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 25 ± feet, Shoulder-shoulder width: 30 ± feet
C-C width: — feet, Right-of-way width: 60 feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 24 feet Shoulder width: 6 ea. feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Length: [illegible] feet, .17 mile. Type curb: —

Remarks: —

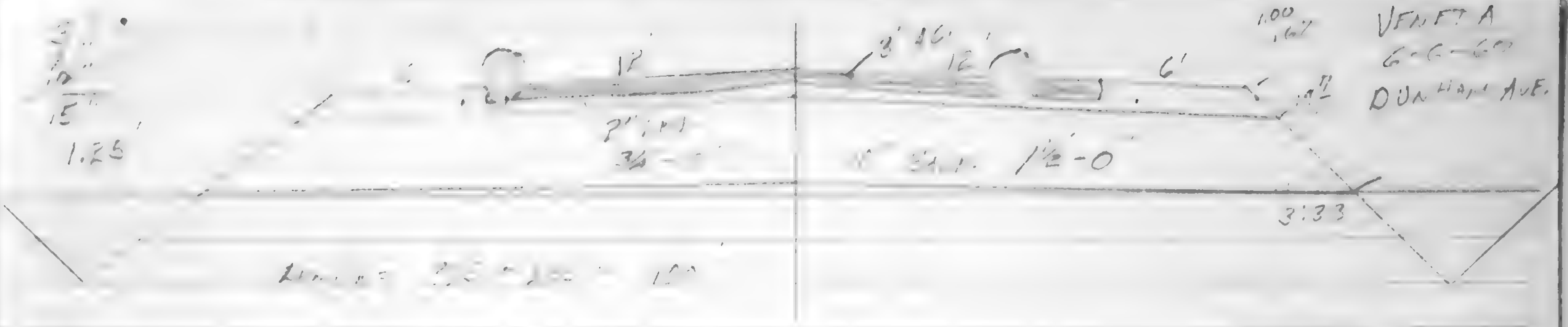
[illegible]

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 500.00
General Excavation	c.y.	3,500	1.00 5.00	3,500.00
Drainage Excavation	c.y.	30	4.00	120.00
Culvert Pipe 12"	lin. ft.	400	3.75	1,500.00
10" Base Material (1-1/2-0)	c.y.	2,100	3.50	7,350.00
8" Level Material (3/4-0)	c.y.	570	3.75	2,137.50
3 Asphalt x24'	ton	530	8.00	4,240.00
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	75	4.00 3.50	300.00
Extra for Approaches	ea.	12	30.00	360.00
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other [illegible]	All	[illegible]	L.S.	250.00

* Items include 10% allowance.

Total	$ 20,757.50
Engineering & Contingencies (20%)	4,151.50
TOTAL	$ 24,909.00
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ 25,000


3"
12"
15"
1.25
12'
2" A.C.
3/4 - 0
3' AC
12'
6'
10" BASE 1 1/2 - 0
1.00
.67
3:33

VENETA
6-6-60
DUNHAM AVE.

GEN EXC. = $\frac{1.3 \times 60 \times 1100 \times 1.1}{27}$ = 3,500 C.Y.

DR. EXC. = $\frac{2.0 \times 1.0 \times 400}{27}$ = 30 C.Y.

10" BASE = $\frac{.822 \times 43.7 \times 1100 \times 1.43}{27}$ = 2,080 C.Y.

LEV. = $\frac{\overset{(38')}{.17 \times 38.7 \times 1100 \times 1.43}}{27} + \frac{\overset{(12')}{.25 \times 12.7 \times 1100 \times 1.43}}{27}$ = 570 C.Y.

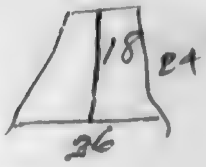
3" A.C. = 48.2 X 11 = 530 TON.

WATER = .0275 X (2,650) = 73 M-GAL.

BINDER = $3600 X .21 = $ 750

VENETA
6-6-67

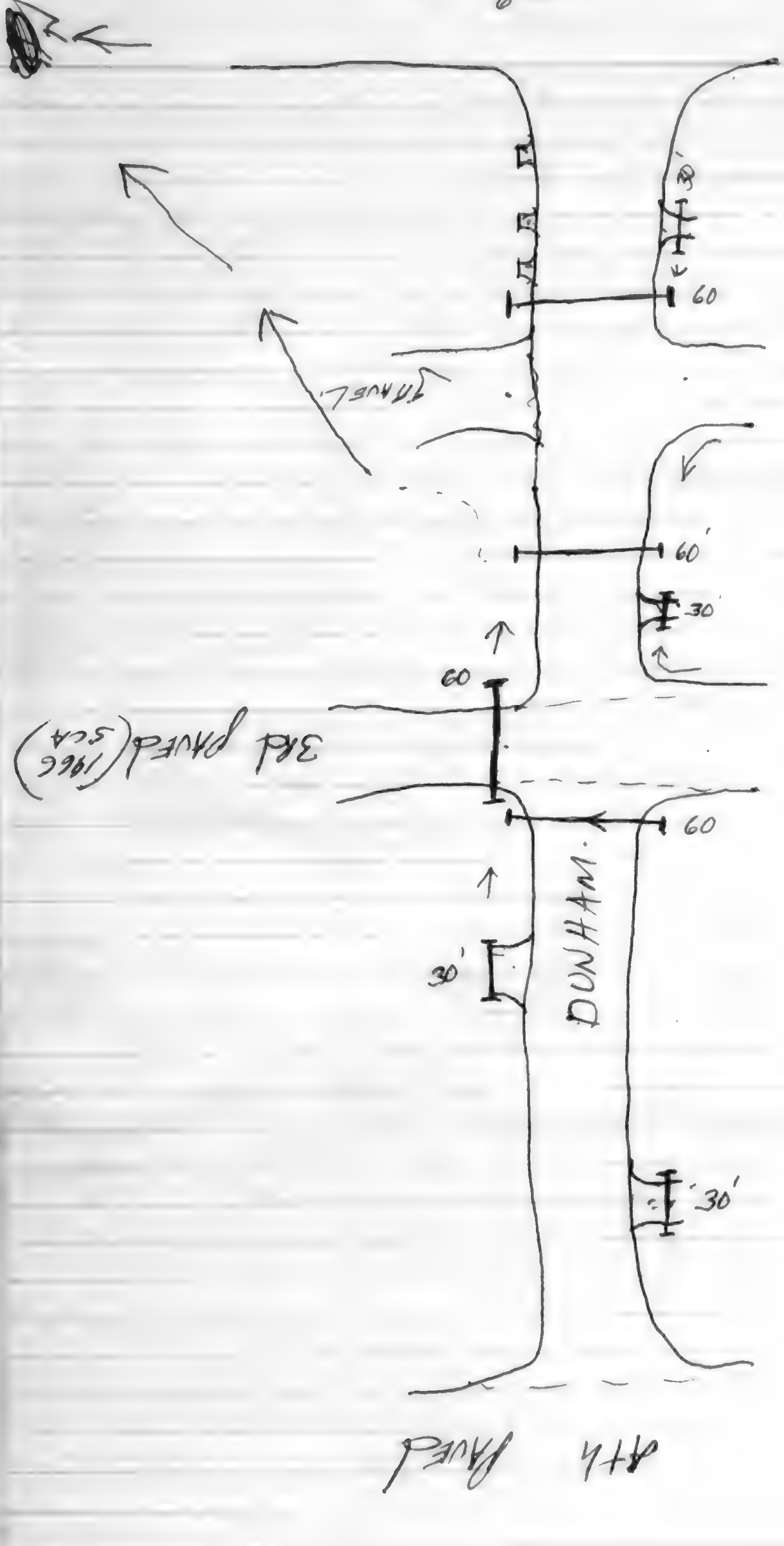
Length. mile. 875'
225 E.L.
(1100')



12" pipe.
180'
90
90
360
40 allow
(400')

Approaches
11
1 allow
(12)

EXTRA Length
7 x 18'
126'
50
50'
(226)


60
30
60'
30
60
60
30'
DUNHAM
30'
gravel
2nd gravel
3rd paved (1966 SCA)
A.C.
4th paved

SCA

ECEIV
MAY 2 5 1967
ENGINEER
& CITY DIVISION

PROJECT DATA, CITY OF VENETA Date May 17, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name Dunham Ave. from /Territorial to Sixth St. 1480 ft.
Sixth St. 215 ft. (Locate project on attached map.) Fifth St. 524 ft.

Project length 2219 ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: no feet

Remarks we are not installing any curbs at this time.

Surface now in place: Oil ___ Paving ___ Gravel XX

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No XX

State to furnish right-of-way descriptions? Yes ___ No ___

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ___ No XX

Remarks ___

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No XX

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No XX

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: ___

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No XX

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No XX

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

________feet N.___ S.___ E.___ W.___

________feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ________feet

Remarks____

____

STORM SEWERS -

Now in place?. Yes____ No XX

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes____ No XX [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ________feet

Remarks____

____

____

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No ___

If yes, how deep from present surface? ______ feet

Remarks Should be in place by last of August and will be 3 feet from surface.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ______

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks Driveways not to go beyond curb line.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No XX

Electric poles? Yes XX No ___

Which company? Pacific Power and Lane Co. Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes XX No ___

Which company? Pacific N. W. Bell Co.

Railroad tracks? Yes ___ No ___

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading?	Yes ___	No XX
Clearing?	Yes XX	No ___
Base rock?	Yes XX	No ___
Concrete curbs?	Yes ___	No XX
Driveways?	Yes ___	No XX

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes XX No ___

When available? Date July, 1, 1967

Has city established grade on street? Yes XX No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

on Dunham and on Second Street

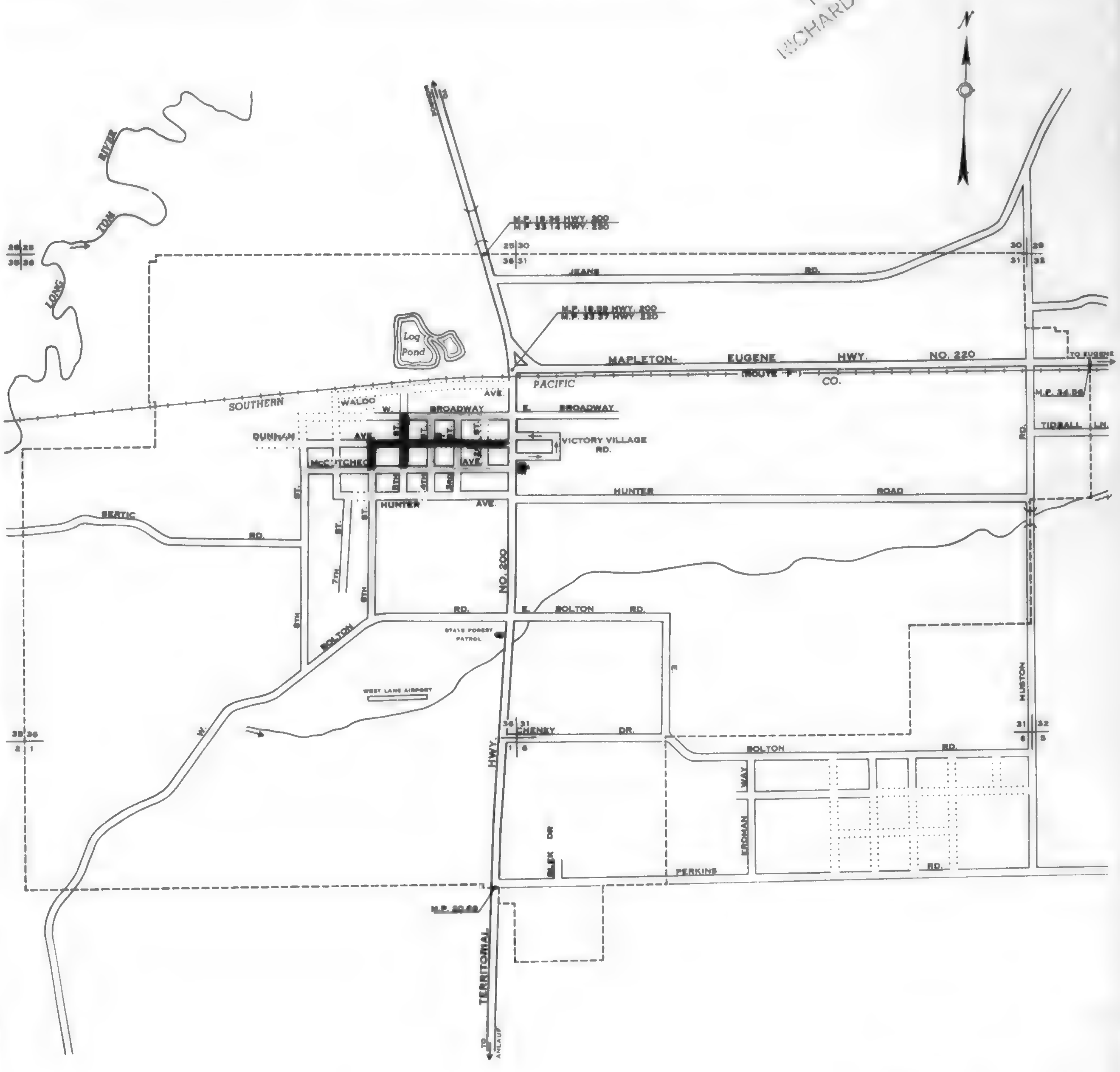
General remarks: ______

By Ralph J Johnson
Mayor

By Marie Warden
City Recorder or City Manager

By ______
City Engineer

NOTED
RICHARD UNREIN


N
LONG TOM RIVER
26 25
35 36
M.P. 18.36 HWY. 200
M.P. 33.14 HWY. 220
25 30
36 31
JEANS RD.
30 29
31 32
M.P. 18.58 HWY. 200
M.P. 33.37 HWY. 220
Log Pond
MAPLETON- EUGENE HWY. NO. 220
TO EUGENE
SOUTHERN PACIFIC (ROUTE "F") CO.
M.P. 34.56
WALDO AVE.
W. BROADWAY
E. BROADWAY
TIDBALL LN.
DUNHAM AVE.
McCUTCHEON AVE.
VICTORY VILLAGE RD.
HUNTER AVE.
HUNTER ROAD
SERTIC RD.
7TH ST.
8TH ST.
9TH ST.
5TH
4TH
3RD
2ND
NO. 200
RD.
E. BOLTON RD.
BOLTON
STATE FOREST PATROL
WEST LANE AIRPORT
HUSTON RD.
35 36
2 1
36 31
1 6
CHENEY DR.
31 32
6 5
HWY.
BOLTON RD.
WAY
ERDMAN
BLEK DR.
PERKINS RD.
M.P. 20.68
TERRITORIAL
TO ANLAUF

SIGNED ROUTES

INTERSTATE
U.S.
ORE

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

VENETA

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,196

Scale in Feet

Revised July 1966

NOTED
RICHARD [illegible]VREIN

RECEIVED
APR 1 1967
ENGINEER
COUNTY & CITY DIVISION

4-11-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Veneta is an incorporated city of the State of Oregon and has a population of 1222 as given by the latest official census; and

WHEREAS, the following streets of said city,

Dunham Street (Avenue) from Territorial to Sixth Street

Sixth Street, Dunham to McCutcheon

Fifth Street, Broadway to McCutcheon

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

4. That the City of Veneta does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Richard Gutman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of April, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

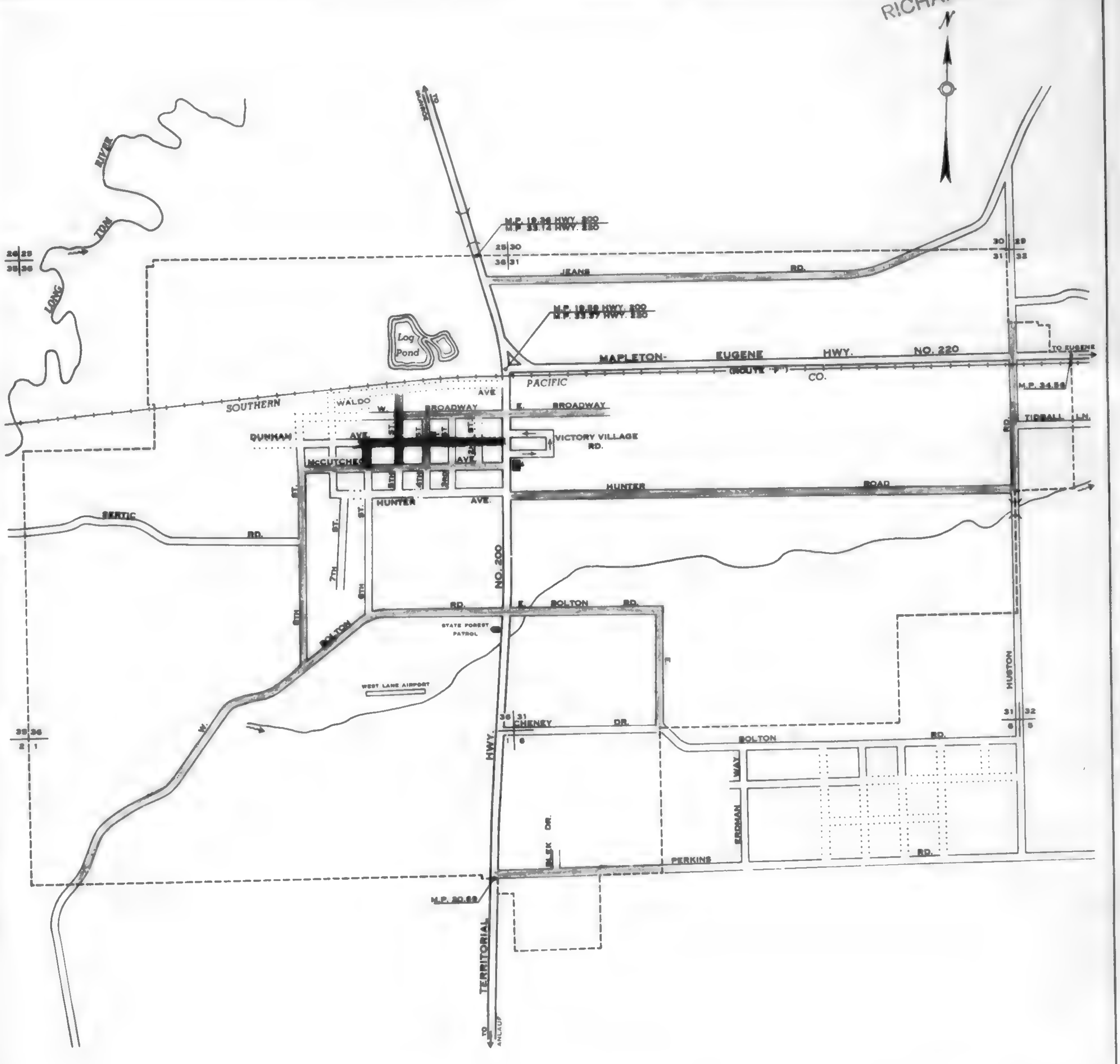
- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Veneta at a regular or ~~special~~ meeting of said Council, held on the 11th day of April, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of April, 1967.

Marie Warden
City Recorder

NOTED
RICHARD UNREIN


N
LONG TOM RIVER
26|25
35|36
M.P. 19.36 HWY. 200
M.P. 33.14 HWY. 220
25|30
36|31
JEANS RD.
30|29
31|32
M.P. 19.59 HWY. 200
M.P. 33.37 HWY. 220
Log Pond
MAPLETON-EUGENE HWY. NO. 220
(ROUTE "F")
TO EUGENE
SOUTHERN PACIFIC CO.
M.P. 34.59
WALDO AVE.
W. BROADWAY
E. BROADWAY
TIDBALL LN.
DUNHAM AVE.
VICTORY VILLAGE RD.
McCUTCHEON AVE.
HUNTER AVE.
HUNTER ROAD
SERTIC RD.
7TH ST.
6TH ST.
8TH ST.
5TH
4TH
3RD
2ND
NO. 200
RD.
E. BOLTON RD.
STATE FOREST PATROL
W. BOLTON
WEST LANE AIRPORT
HUSTON RD.
35|36
2|1
36|31
1|6
CHENEY DR.
BOLTON RD.
31|32
6|5
WAY
ERDMAN
ELEK DR.
PERKINS RD.
M.P. 20.69
TERRITORIAL HWY.
TO ANLAUF

SIGNED ROUTES

INTERSTATE
U.S.
ORE

LEGEND

Post Office
[redacted]
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
– – – City Limits

VENETA

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,196

Scale in Feet

Revised July 1966

Co-11-

221-1713 Waldport (Mill Street) Section 1968
of City Street
#7145 (Grading & Paving)

PA 3474

7145 - 1

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97835

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-17-69	CC 1165	NOTED H. S. COX	271-1113-005 2,199.18

City of Waldport
City Hall
Waldport, Oregon 97394

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Viola Blackman, City Recorder			
Final billing: Special City Allotment project on Mill Street, Contract 7145. Covered by agreement dated January 22, 1968.			
Advance Deposit			2,220.00
As per attached statement:			
Final cost		23,612.68	
Agreed State share		21,413.50	
Agreed City sahre			2,199.18
To be refunded			20.82

RECEIVED
FEB 18 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT [illegible] REQUEST
Cash [illegible]
By

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT Date February 14, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7145 Prefix 321-1713 Survey Prefix 321-1437

Street Mill Street

City Waldport

*Payments to Contractor..(See attached voucher.)	$ 18,046.36
Engineering and Contingencies.........................	5,566.32
Survey... Total: $ 1,596.42 Pro-rata Share.......................	—
TOTAL.............	$ 23,612.68
Agreed State Share	21,413.50
*Agreed City Share	$ 2,199.18
City Advance Deposit	$ 2,220.00
REFUND DUE CITY......$	20.82

NOTED
HAROLD
REYNOLDSON

Reference: Outside Billing cc-1165

* Includes $2,199.18 for concrete curbs and driveways.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED RU:mm
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

M A-20 (REV. 6-63)

COUNTY LINCOLN		CONTRACT NO. 7145	ESTIMATE NO. 3 f
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.	
SECTION WALDPORT / MILL ST. [illegible]			

IO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
1	TEMPORARY PROTECTION AND	DIRECT OF TRAF	LUMP SUM	120.0000	1.
2	CLEARING AND GRUBBING		LUMP SUM	50.0000	1.
3	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.7500	1,038.
4	TRENCH EXCAVATION		CU YDS	2.2500	131.
5	WATERING		M-GALS	1.0000	27.
6	SS-1 ASPHALT IN WATERING		GALS	.5000	300.
7	3/4 IN-0 MATERIAL IN BASE		CU YDS	3.3500	170.
8	STONE BASE		CU YDS	4.4000	620.
9	CLASS B ASPHALT CONCRETE		TONS	12.1500	454.
10	LOOSE RIPRAP		CU YDS	7.0000	28.
11	12-INCH REINF CONC STORM	SEWER PIPE CL	PER LIN F	5.3500	582.
12	CONCRETE MANHOLE		ONLY	400.0000	1.
13	CONCRETE INLETS TYPE GD-1		ONLY	90.0000	5.
14	CONCRETE CURBS		CU YDS	38.0000	29.
15	CONCRETE DRIVEWAYS		SQ YDS	6.0000	27.
16	SALVAGE AND REINSTALL	TIDE GATE	LUMP SUM	75.0000	1.
	PRICE AGREEMENT ITEMS				
[illegible]	8 IN CMP ASPHALT COATED		LIN FT	4.1000	60.
[illegible]	REPAIR SALVAGED TIDE GATE		LUMP SUM	25.0000	1.

TE 11/7 /68 7145	TOTAL CONTRACT ITEMS
VIOUS VOUCHER NO. 6615	% RETAINED ON CONTRACT ITEMS
CKED BY: CP/md	FORCE ACCOUNT
INEER OR AUDITOR H. H. Patterson	TOTAL PAYMENTS

CONTRACT NO. [illegible]	ESTIMATE NO. 3 final	PREFIX NO'S. 321-1713-201 (41) 87.93 Dr. 321-1713-204 (41) 1,006.40 Dr.
FEDERAL AID PROJECT NO.		

LL ST[illegible] 17.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	120.0000	1.000	120.00	120.00	
LUMP SUM	50.0000	1.000	50.00	50.00	
CU YDS	1.2500	1,038.600	1,298.25	1,287.50	10.75
CU YDS	2.2500	131.300	295.43	295.43	
M-GALS	1.0000	27.700	27.70	27.70	
[illegible]	[illegible]	300.000	150.00	150.00	
CU YDS	[illegible]	170.000	658.50	658.50	
CU YDS	4.4000	620.000	2,728.00	2,728.00	
TONS	12.1500	454.535	5,522.60	5,522.60	
CU YDS	7.0000	28.000	196.00	196.00	
PER LIN FT	5.8500	582.000	3,404.70	3,404.70	
ONLY	400.0000	1.000	400.00	400.00	
ONLY	90.0000	5.000	450.00	450.00	
CU YDS	68.0000	29.940	2,035.92	1,972.00	63.92
SQ YDS	6.0000	27.210	163.26	150.00	13.26
LUMP SUM	75.0000	1.000	75.00	75.00	
LIN FT	4.1000	60.000	246.00	246.00	
LUMP SUM	25.0000	1.000	25.00	25.00	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	18,046.36	17,958.43	87.93
% RETAINED ON CONTRACT ITEMS		1,006.40	1,006.40
FORCE ACCOUNT			
TOTAL PAYMENTS	18,046.36	16,952.03	1,094.33

RECEIVED
NOV 15 1968

321-1713

7145

November 15, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7145 awarded to Road & Driveway Company for grading and paving on Mill Street in the City of Waldport in Lincoln County was completed on July 26, 1968, and was accepted by the Highway Commission on November 14, 1968.

Final payment in the amount of $1,094.33 will be released to the contractor after November 22, 1968. The total contract amount is $18,046.36, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

cc: Road & Driveway Company
P. O. Box 128
Newport, Oregon 97365

bc: Mr. R. D. Asburry
Mr. Frank Morgan
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
NOV 14 1968

FOR FILING

321-1713

7145

C

November 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1968, on Contract No. 7145. The contract was with Road and Driveway Company and was for grading and paving on Mill Street in the city of Waldport in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 14, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
R. D. Asburry
L. H. Young

321-1713
7145

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Waldport (Mill Street)

WEEK ENDING: 14 Sept. 68

SECTION PREFIX: 321-1713

HIGHWAY: City Streets

COUNTY: Lincoln

NAME OF JOB: Waldport (Mill Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: Road & Driveway Co.

CONTRACT NUMBER: 7145

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 13 June 68

DATE WORK STARTED: 20 Jun 68

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 32

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 53

PROJECT AUTHORIZATION: $ 23,275.56

EXCLUSIVE OF ENGINEERING: $ 21,242.76

ENGINEERING AUTHORIZATION: $ 2,032.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,242.76

ENGINEERING COST TO DATE: $ 4,663.30

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 17.7%

PERCENT OF AUTHORIZATION: 229 %

DATE PROJECT WAS COMPLETED: 26 Jul 68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	Curbs	PAVING
MILES IN PROJECT	0.10	0.10		0.10	0.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.10	0.10		0.10	0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,250	870		30	500
TOTAL QUANTITIES CORRECTED TO DATE	1,038	790		30	454
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,038	790		30	454
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Clear			
WEDNESDAY	Showers			
THURSDAY	Sctd. Clouds			
FRIDAY	Rain			
SATURDAY				

Routing

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed. Office staff working on semi-final estimate.
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Semi-final estimate submitted 13 Sept. 1968

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

7-31-68

NOTED
H. S. COX

Project Name Mill Street
Contract No. 7145

Highway Waldport City Street
Prefix No. 321-1713

County Lincoln
F. A. No. State

Final inspection made on 7-26-68 By Gerald Wimer

in company with H. H. Patterson, Resident Engineer; W. E. Hoffman, Assistant Resident Engineer; Louis Halverson, Waldport Public Works Superintendent; and John Armstrong, Contractor's Superintendent.

RECEIVED
JUL 31 1968
ENGINEER
COUNTY & CITY DIVISION

CHECK LIST

Date		closed.	
7-26-68	Construction signs removed.	Only partially /	Opened to traffic.
Was none	Salem Office notified to rescind construction speed zone.	With Semi-final	Division materials certification submitted.
7-26-68	Contractor removed equipment from project.		
7-26-68	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project satisfactorily completed with only minor cleanup remaining at time of inspection. This was done same date. City Street Committee scheduled to participate in final inspection didn't show up. Halverson to arrange for letter of acceptance on City's part.

All contract work on this project has been completed and recommendation is made for acceptance on 7-26-68 (date). The semi-final estimate will be submitted about August 15.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
Bridge Engineer Ivan Merchant
Resident Engineer H. H. Patterson
District Maintenance Supt. Eldon Everton
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 7-30-68.

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

(signed)

[illegible]
(title)

NOTED

RECEIVED
AUG 9 - 1968

F[illegible]

321-1713
7145

June 13, 1968

Road & Driveway Co.
P. O. Box 128
Newport, Oregon

Gentlemen:

The State Highway Commission on June 10 accepted your proposal for grading and paving on Mill Street in the city of Waldport in Lincoln County for the sum of $20,128 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Waldport is received and the sum of $2,220 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7145. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 25, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

R. D. Asburry	L. H. Young
H. H. Patterson	I. D. Merchant
Frank Morgan	C. D. Matthis (SIAC)

SCA

CITY OF WALDPORT
OREGON
ZIP CODE 97394
PHONE 563-2630

June 12, 1968

NOTED
H. S. COX

State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sirs;
Enclosed find check for $ 2,220.00 for the curbs on Mill Street, Waldport, Oregon.

Very truly yours
Sophie Berger
City Recorder.

Check sent to Acct. Div.
Notified Co.-City
Copy of letter sent Co.-City.
C.H.
6-13-68

RECEIVED
JUN 13 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. , Seattle, Washington 98105

SAFECO INSURANCE

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

19,281.50

Bid Tabulations

$-7,220

PROJECT #4 Waldport (Mill Street) Section
Waldport

LOCATION Lincoln County

OWNER Oregon State Highway Dept.

DATE June 6, 1968

ITEM NO.	QUANTITY		DESCRIPTION		BIDDERS Rd & Dwy Co. Newport. $ 20,128.	Berry Cr. Const. Co Florence $ 20,793.60	Cushing Bros. Inc Salem. $ 23,495.	OTHER BIDDERS AMOUNT BID
7.50 1		L.S.	Temp. Prot. & Direct. of Traffic	120.00	120.	500.	500.	Carl Collins Waldport
2		L.S.	Clearing & Grubbing	50.00	50.	200.	1.	
1.50 3	1,250	C.Y.	Gen. Exc. Unclass.	1,562.50	1.25	1.25	2.	$ 24,234
4	130	C.Y.	Trench Exc.	292.50	2.25	3.	5.	
5	22	M.G.	Watering	22.00	1.	4.	5.	
6	700	Gals.	SS-1 Asphalt in Watering	350.00	.50	.90	.50	$
4.26 7	220	C.Y.	3/4" - 0 Matl. in Base	1,111.00	5.05	4.15	5.	
3.85 8	650	C.Y.	Stone Base	2,860.00	4.40	3.35	5.	
12.50 9	500	Tons	Class "B" Asphalt Conc.	6,095.00	12.15	13.36	12.15	$
10	34	C.Y.	Loose Riprap	238.00	7.	10.	10.	
11	720	L.F.	Class V 12" Reinf. Conc. Storm Swr. Pi.	4,212.00	5.85	5.08	6.	
12	1	Only	Conc. Manhole	400.00	400.	275.	300.	$
13	6	Only	Conc. Inlets, Type GB-1	540.00	90.	165.	100.	
60.00 14	30	C.Y.	Conc. Curbs [illegible]	[illegible] 2,040.00	68.	66.	60.	
15	30	S.Y.	Conc. Driveways $2,220	180.00	6.	7.	10.	$
16		L.S.	Salvage & Reinstall Tide Gate	75.00	75.	200.	300.	
				$ 20,128.00				
								$
								$

Bond with GENERAL

® SAFECO Insurance Company of America, registered trademark owner.

NOTED
H. S. COX

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

June 6, 1968

Mrs. Sophie Berger
City Recorder
City Hall
Waldport, Oregon 97394

Dear Mrs. Berger:

On June 6, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Mill Street in Waldport. The apparent low bid was submitted by the Road and Driveway Company of Newport. The anticipated cost based on the bid is as follows:

Contractor's bid*	$20,128.00
Anticipated additional items	200.00
Total	20,328.00
Engineering & contingencies (14-1/2%)	2,947.56
TOTAL ANTICIPATED COST	$23,275.56

*Includes $2,220 for concrete curbs and driveways.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check or warrant to this office in the amount of $2,220 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

$23,300

RU:cb

bc-L. H. Young
R. D. Asberry

NOTED
DON HARWELL

Waldport (Mill St.)
Lincoln County.

4-29-68

		[illegible]	
Temporary Protection & Direction of Traffic	All Specified		750 -
Clearing and Grubbing	All Specified		500 -
General Excavation, Unclassified.	1250 cu. yds	1.50	1875 -
Trench Excavation	130 cu. yds	3.50	455 -
Watering	22 M. Gals	4.00	88 -
SS-1 Asphalt in Watering	700 Gals	.40	280 -
3/4"-0 Material in Base	220 cu yds	4.25	935 -
Stone Base	650 cu. yds	3.75	2437.50
Class "B" Asphalt Concrete	500 Tons	12.50	6250 -
Loose Riprap	34 cu yd	6.50	221 -
12-inch, Reinf. Conc. Storm Sewer Pipe, Class III	720 lin. ft	3.75	2700 -
Concrete Manhole	1 only	275	275 -
Concrete Inlets, Type GB-1	6 only	125 -	750 -
Concrete Curbs	30 cu. yd	50 -	1500 -
Concrete Driveways	30 sq. yd	5.50	165 -
Salvage and Reinstall Tide Gate	All Specified	150 ~~50~~	150 ~~50~~ -
			19,261.50
	Anticipated		200
			19 461.50
Flagging 200-	14½% Engr. & Cont.		2824.82
			22306.32

Item [illegible]

Final Est.

NOTED
H. S. COX

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

RECEIVED
APR 29 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON. HARWELL

WALDPORT (MILL ST.)
LINCOLN COUNTY

Prefix: 321-1437

3-21-60

NARRATIVE REPORT

This survey was made for the proposed construction of Mill St. in the city of Waldport as per agreement with the City pursuant to provisions of ORS 366.800 and 366.805.

The survey retraces the centerline of a long-established street in the old section of the City, sidewalks being in existence on both sides of the street but no curbs existing. The sidewalks are in generally poor condition, but are not to be disturbed, the curbs are to be constructed between the walks and the grade was made to fit the walks as well as possible.

The northerly terminus is the Port Commission property line, sta. 9+44.70, and the southerly terminus is the south line of Ruble St., sta. 14+85.45. Overall length of the project is 540.75 ft., or 0.10 mile. The line is all tangent, maximum grade being 0.52 %. Roadbed design calls for 6 inches of coarse base material, 2 inches of levelling course and 3 inches of asphaltic concrete wearing surface. Sub-base material is sand. The 44 foot width between curbs will provide two 12-foot travel lanes and 10-foot parking areas.

The project will have no effect on recreational areas or historical sites other than its serving as an improved access to the sport fishing dock maintained by the Port of Waldport which is located at the north end of the project.

The City plans to relay the water main with new pipe before construction starts. They would like to do this as late as possible so the street would not be torn up too long. They will also adjust the manholes as required.

The catch basins to be replaced are connected with 8" timber boxes. It is felt that these should be replaced with 12" concrete pipe. As the outfall is the same, it seemed well to replace this also. The end of the outfall will be exposed to salt water on high tides so concrete pipe is felt necessary.

Notes for the Special Provisions are as follows:

1. Clearing & Grubbing - There is no clearing in the way of trees, brush, etc., to be done. This item will cover removal and disposal of the existing storm sewer system including catch inlets and culverts; most of the culverts are of timber construction.

2. General Exc., Unclassified - Consists mostly of existing surfacing material & some sand subbase. All material will have to be removed from the project. A possible disposal site is adjacent, just off the south end of the project, though no contact has been made with the owner.

12. Class B Asphalt Concrete - Single unit basis to be used as per Supplemental Standards dated 1/1/66, no separate payment is to be made for the asphalt in the mixture.

Standard specs should apply to all other items.

Commercial sources will be used for all materials.

The estimated cost of construction is $ ~~19,900~~ 20,000 total, or $ ~~199,000~~ 200,000 per mile.

Driveways - Existing sidewalks are not to be disturbed and curbs will be dropped in line with the driveways. There will be an area approximately 1 foot wide between the back of the curb and the edge of the sidewalk which must be made traversable. This can best be accomplished by making a concrete apron at each driveway, and would involve an additional 4 cubic yards of concrete which has not been included in the estimate. As an alternate method, asphaltic concrete could be used although this would detract from the appearance of the job.

H. H. Patterson

H. H. Patterson
Resident Engineer

SECTION Waldport [illegible] — ESTIMATE OF COST 5/21/65 SHEET 1 OF

HIGHWAY City Street

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST $		TOTAL COST $
	Clearing & Grubbing	Lump Sum	All	—	All			500
	General Excavation, Unclass.	Cu. Yd.	1,139	111	1,250	1	50	1,875
	Trench Excavation, Unclass.	" "	112	13	125	3	50	438
	Watering	M. Gal.	18	2	20	4	00	80
	SS-1 Asphalt in Watering	Gal.	625	75	700	0	40	280
	Coarse Crushed Material in Base	Cu. Yd.	539	61	600	3	75	2,250
	3/4"-0 Material in Base	" "	177	23	200	4	25	850
	Class "B" Asphalt Concrete	Ton	466	49	515	12	50	6,437
	Loose Riprap	Cu. Yd.	30	5	35	5	00	175
	12-inch Concrete Sewer Pipe	Lin. Ft.	666	64	730	3	75	2,738
	Conc. Inlets, Type GB-1	Each	5	1	6	125	00	750
	Manhole, Shallow	"	1	—	1	275	00	275
	Salvage & Reinstall 12" Tide Gate	Lump Sum	All	—	All			50
	Class "A" Concrete	Cu. Yd.	33	3	36	50	00	1,800
	Subtotal				18,498			18,498
	Engineering & Contingencies (13%							2,402
								20,900
	Additional Anticipated Items							
	Flagging (State Share)				500			500
	Signing				100			100
					$19,098			
			+20% E&C.		3,820			
	TOTAL				$23,918			21,500

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section MILL STREET Highway City of Waldport County Lincoln Prefix 321-1437

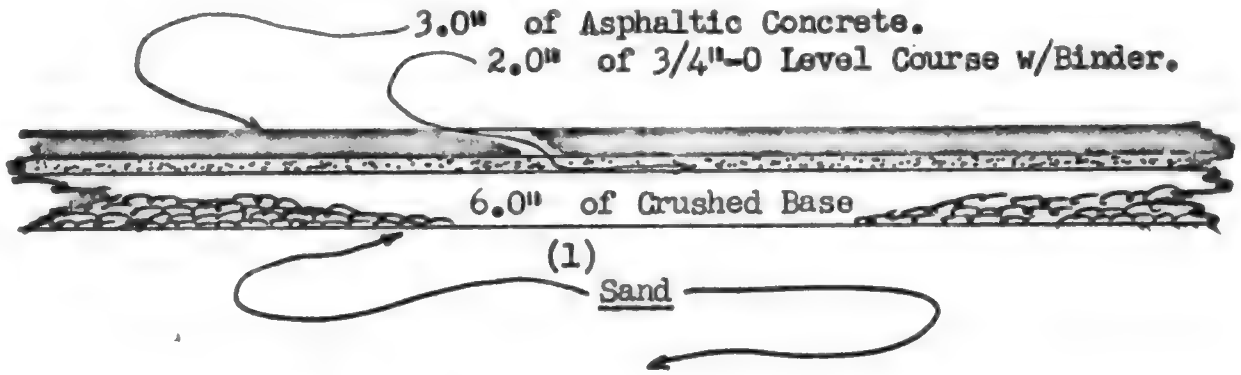
Res. Engr. H. H. Patterson Approx. Length 0.10 Miles. Sta. ______ to Sta. ______ Date 2-14-68

Truck A.D.T. 26 Traffic Coefficient 5.9 18 kip s.a. per day 5 (Automobiles not considered)

Annual Precipitation 68"± (Newport) Frost Penetration ---------.

CBE Total Req.	Credit	Actual Thick.	
	6.0	.0	A.C.
	2.0	2.0	Level
	6.0	6.0	Cr. Base
14.0	14.0	11.0	

(1)
Typical Soil
20 LL
0 PI
98%P 10
13%P 200
2 %Gravel
1% Sand
84% Sand
7 %Silt
5 %Clay
60 "R" Value
[illegible]


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
6.0" of Crushed Base
(1)
Sand

AASHO CLASSIFICATION:

A-2-4

MATERIAL SOURCES:

To be determined by the Engineer.

Note:
The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

RECEIVED
FEB 20
FOR

2-14-68

NOTED
F. B. KLABOE

Submitted by ______ for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by FB Klaboe
Asst. State Highway Engineer

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

MILL STREET
City of Waldport
Lincoln County

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

TRAFFIC ANALYSIS

SECTION: MILL STREET

HIGHWAY: City of Waldport

COUNTY: Lincoln

200 Present ADT (1967)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	13	1.5	20	17	450	7650
3	7	1.5	11	9	1000	9000
4	0				1250	
5	0				3180	
6	0				2570	
				26	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 16,650

TWENTY YEAR EWL 333,000

TRAFFIC COEFFICIENT 5.9

SECTION: MILL STREET
HIGHWAY: City of Waldport
COUNTY: Lincoln

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.10 mi.) project. See Items 6 & 12.

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FEB 1 -

FOR FILING
321-1713

7145

1-30-68

Prefix No. 321-1437

LOCATION PROSPECTUS
WALDPORT (MILL STREET) SECTION
CITY STREET - LINCOLN COUNTY

HIGHWAY: Mill Street, a city street. Not on State or Federal highway system.

TERMINI: Port Commission property line on north, south line Robles Street on south.

LENGTH: Approximately 520 feet.

PROGRAM: 1968 Special City Allotment Fund.

NARRATIVE: This will be a location survey to prepare plans and estimate for 44-foot paved section with curbs. A drainage problem may exist as existing sidewalks are too low, also storm sewers may not be deep enough for section planned. Soils investigations will be conducted.

TYPICAL SECTION: Forty-four-foot curb-to-curb street section. Two 12-foot travel lanes and 10-foot shoulders.

BASE: Tentative base design for construction is:

3"	A. C.
2"	Leveling
6"	Crushed Base
11"	Total

MATERIAL: Commercial sources.

NOTED
FORREST COOPER

ADDITIONAL FACILITIES: None.

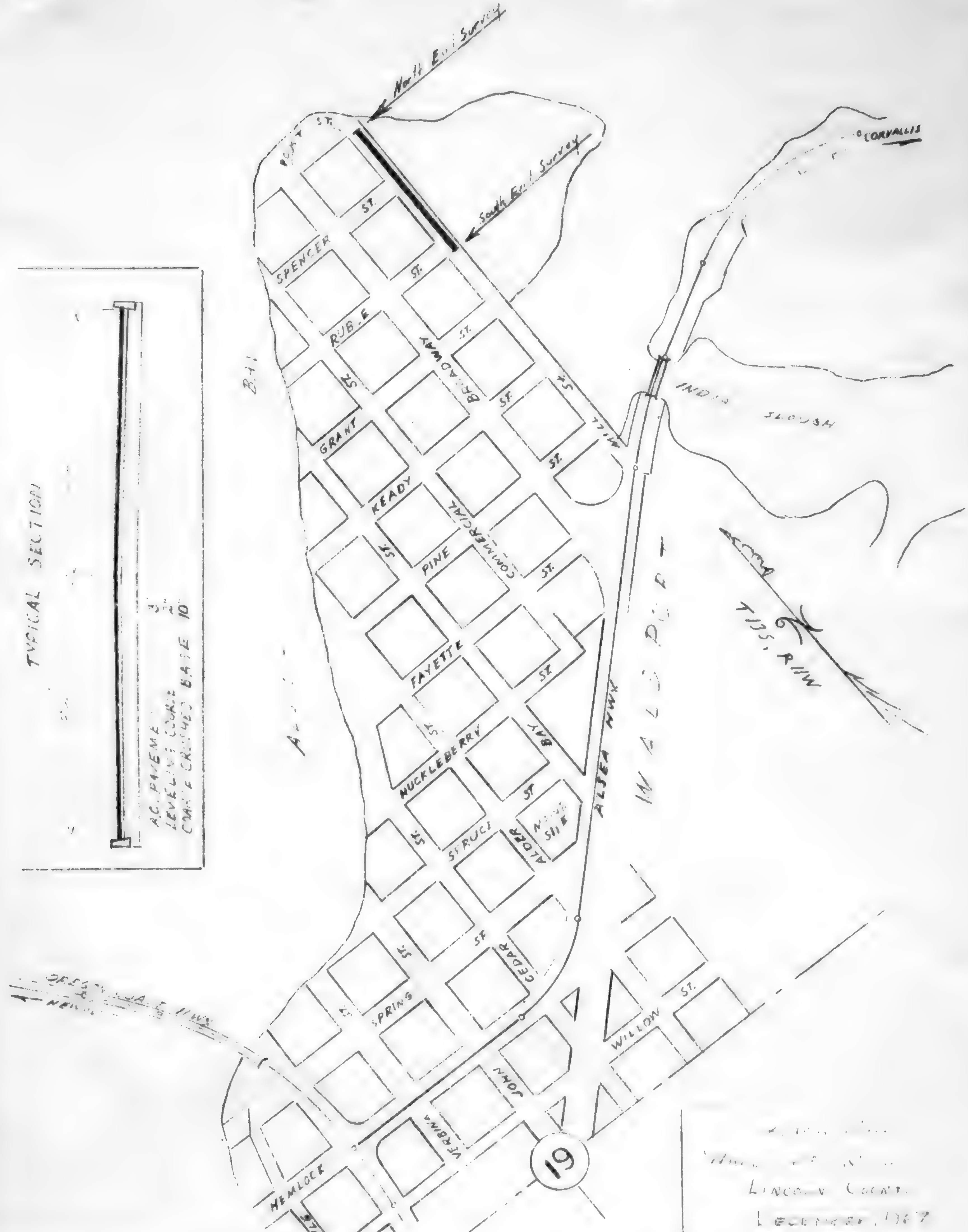
AGREEMENTS: Routine agreements for Special City Allotment project.

PARKS: None.

January 30, 1968
Attachment

cc: Forrest Cooper ✓
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

EIVED
1968
ICE OF
ENGINEER


North End Survey
South End Survey
PORT ST.
SPENCER ST.
RUBLE ST.
GRANT ST.
KEADY ST.
PINE ST.
FAYETTE ST.
HUCKLEBERRY ST.
SPRUCE ST.
SPRING ST.
HEMLOCK
MAPLE
VERBINA
JOHN
CEDAR
ALDER
BAY ST.
BROADWAY ST.
COMMERCIAL ST.
MILL ST.
WILLOW ST.
ALSEA HWY.
WALDPORT
ALSEA BAY
INDIAN SLOUGH
CORVALLIS
NEWPORT
OREGON COAST HWY.
T13S, R11W
MONUMENT SITE
19
TYPICAL SECTION
A.C. PAVEMENT
LEVELING COURSE
CRUSHED BASE 10

[illegible]

Wald[illegible]

Lincoln County

December, 1967

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JAN 24 1968

321-1713

7145

MISC. CONTRACTS and
AGREEMENTS No. 3474

January 23, 1968

City of Waldport
City Hall
Waldport, Oregon 97394

Attention: Mrs. Sophie V. Berger
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to Mill Street in your city.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed copy)

RECEIVED
JAN 18 1968
ENGINEER
CITY & COUNTY DIVISION

SCA etc

CITY OF WALDPORT
OREGON
ZIP CODE 97394
PHONE 563-2630

3- 1[illegible] [illegible] 5[illegible]

State Hi way Com

1-18-68 //

NOTED
H.S. COX

Dick

Gentlemen:

[illegible] the enclosed contracts of agreements
are [illegible] [illegible] 500 [illegible] more
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] the [illegible] of the city
[illegible] [illegible] [illegible] [illegible] judgement
Council, against my [illegible] [illegible] worth
Three need [illegible] we can get 2 [illegible] [illegible]
[illegible] work done for 2 or 3.000 [illegible] get it
[illegible] [illegible] else [illegible].
before [illegible] [illegible] [illegible] [illegible] the W.R.
There are plenty of [illegible] traffic on this street
true there is [illegible] the summer months, but is
[illegible] on the [illegible] trucks, this is on
[illegible] [illegible] [illegible] [illegible] which runs on to [illegible]
the [illegible] [illegible] [illegible] be built and further.
and nothing can be [illegible] truck on [illegible] it
there is no excuse [illegible] few loads of gravel
except perhaps [illegible] [illegible] would [illegible]
a 3" black top [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
as much [illegible] money [illegible] [illegible]
[illegible] you [illegible] [illegible] [illegible] on our city
[illegible] [illegible] elsewhere [illegible]
[illegible] elsewhere.
[illegible] [illegible] [illegible] [illegible] [illegible] would
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] longer [illegible] [illegible] [illegible]
[illegible] [illegible] heavy [illegible] [illegible] from [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] own roads [illegible]

NOTED
RICHARD UNREIN

RECEIVED
JAN 1 3 1968
ENGINEER
COUNTY & CITY DIVISION

Page 2

I have noticed between here and Newport
some places you have widened your shoulders
[illegible] 3' [illegible] and now they
are putting 3 or 4' [illegible] without
removing [illegible] remove our [illegible]
[illegible] I am [illegible].
[illegible] time [illegible] particular
[illegible] south [illegible]
[illegible] that [illegible]
and [illegible] the [illegible] signs [illegible]
Recently we were coming home [illegible]. We
noticed signs saying Portland and [illegible]
but hardly any mileage. [illegible]
[illegible] Portland [illegible] some [illegible]
the [illegible] Portland is [illegible],
and mileage when you pass [illegible] town, [illegible]
before so you would know if you [illegible].
[illegible] that [illegible] out [illegible]
[illegible] rule [illegible].
[illegible] Grants Pass to Roseburg
[illegible] went [illegible]
Burns to [illegible] the turn [illegible]
[illegible] 30 [illegible] we [illegible]
says 66 miles to [illegible]
[illegible] ought to [illegible]
[illegible] would have [illegible] nothing [illegible]
[illegible]
[illegible] the public have something [illegible]
[illegible] not [illegible] the [illegible] Spend the
[illegible] the [illegible] city?
money in these [illegible]
America
[illegible] Waldport [illegible]

CITY OF WALDPORT

OREGON

ZIP CODE 97394

PHONE 563-2630

September 15, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310
Attention=
Mr. Richard Unrein-Field Engineer.

Dear Mr. Unrein;

In reply to your letter of August 18, 1967, the City of Waldport is in favor of undertaking it's portion of the estimated share of the cost of the street project on Mill Street, Waldport, Oregon.

Yours truly

Street Committee

Marjorie Kauffman
James D. Torrey
Gary L. Pankey

(Special meeting of September 14, 1967)

RECEIVED
SEP 18 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

August 18, 1967

Mr. Louis Halversen
City Superintendent
City Hall
Waldport, Oregon 97394

Dear Mr. Halversen:

It is planned to submit your proposed project on Hill Street from Ruble Street to a point approximately 520' northerly to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $24,000 for providing a 44' curb to curb street section. Of this cost, it is roughly estimated that the City's portion of the cost would be $2,000 for concrete curbs.

Should the Highway Commission look with favor upon your project, would the City of Waldport be willing and able to pay its estimated share of the cost of the project or all costs in excess of $25,000?

Receipt of a letter stating Waldport's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr

NOTED
[illegible]

RECEIVED
JUL 24 1967
ENGINEER
CITY DIVISION

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Waldport, Oregon Date July 6,1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name Mill Street
(Locate project on attached map.)

Project length 520 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 44 feet, width of shoulders: none feet

Curbed section; width curb to curb: 44 feet

Remarks

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ___ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: ---- feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 8 feet

Does city desire special type of curbs? Yes ___ No X

Explain:

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - -

Are sidewalks now in place? Yes X No ___

Present sidewalks, Length: 520 feet; Width: 6½ feet

Distance between present sidewalks: 47 feet

Are sidewalks to be constructed as part of project? Yes ___ No X

Width of sidewalks to be constructed: ---- feet

Are sidewalks to be constructed only on one side of street? Yes ___ No X

Are sidewalks to be constructed on both sides of street? Yes ___ No X

Give: Length to be constructed and On which side of street

---- feet N.___ S.___ E.___ W.___

---- feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes --- No ---

Is utility strip required? Yes --- No ---; Width: ---- feet

Remarks ___

STORM SEWERS -

Now in place? Yes X No ___

If yes, are they adequate for increased flow? Yes X No ___

Indicate depth of main lines from present surface: 1½ feet (Approx. Average)

To be constructed by City? Yes --- No ---

To be constructed as part of project? Yes --- No ---

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No ___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 3 3/4 feet (Average)

Remarks Both Sanitary sewer and storm drains are on West side of street.

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2-2½ feet

Remarks City will replace, if project selected

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes --- No ---

Portland cement? Yes --- No ---

How many? ----

Must driveways be Portland cement to comply with city code? Yes --- No ---

Is there a city ordinance specifying width and number of driveways permitted?
Yes --- No --- (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? P. U. D.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pioneer Telephone Company

Railroad tracks? Yes ___ No X

Which company? -------

Is crossing presently protected by automatic railroad signals?

Yes ---- No ----

Remarks ___

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes ___ No X

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date ______________________________

Has city established grade on street? Yes ___ No ___ Use Present Grade
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: No Excess

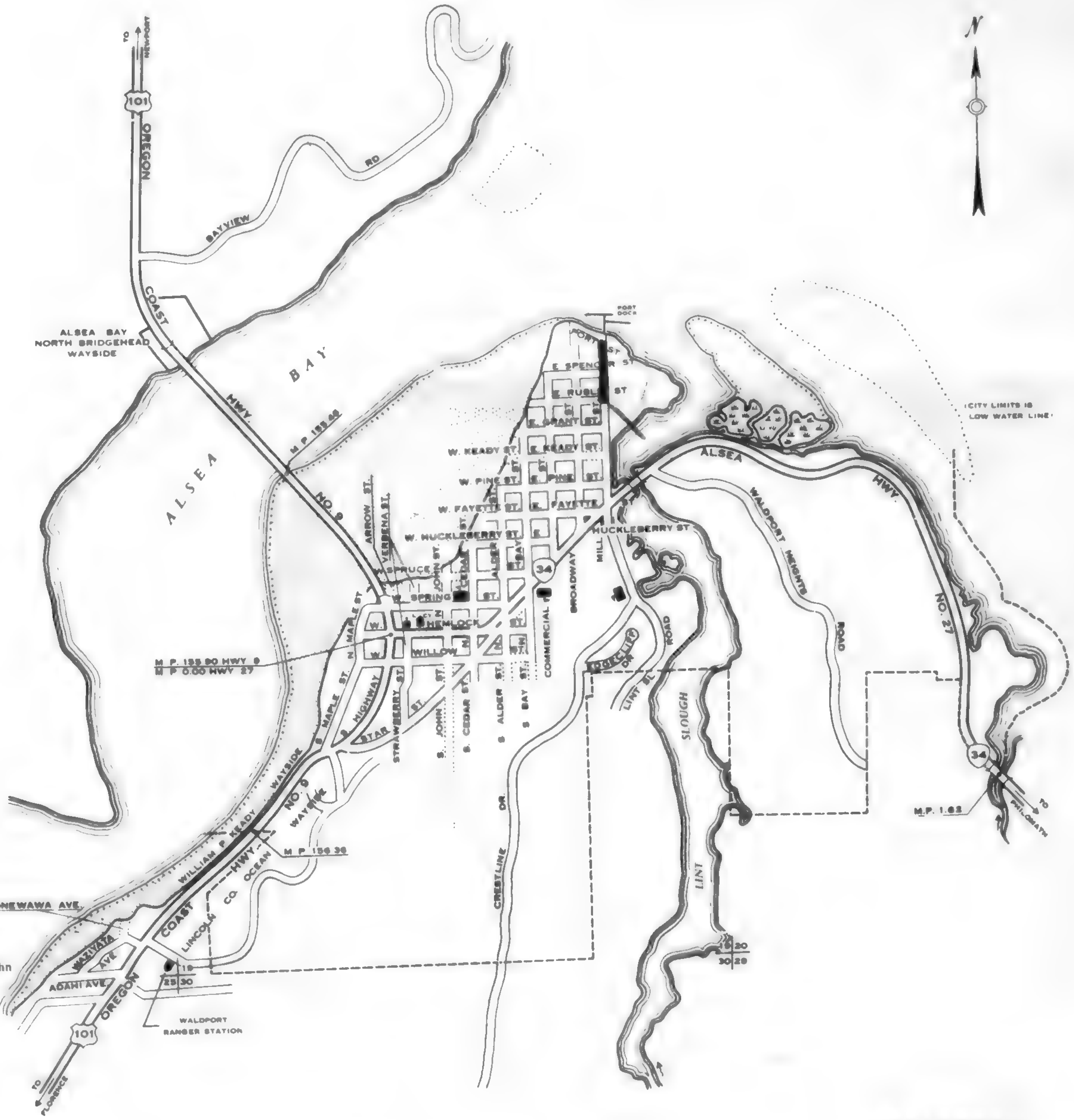
General remarks: ______________________________

By Jesse C Rolph
Mayor

By Viola M Blackman
Pro Tem City Recorder ~~or City Manager~~

By Arnold W. Cullen
City Engineer

NOTED
RICHARD UNREIN



N
TO NEWPORT
101
OREGON
COAST
HWY.
NO. 9
BAYVIEW RD
ALSEA BAY NORTH BRIDGEHEAD WAYSIDE
ALSEA BAY
M P 155.66
PORT DOCK
PORT ST
E SPENCER ST
E RUBLE ST
E GRANT ST
W. KEADY ST.
E. KEADY ST.
W. PINE ST.
E. PINE ST.
W. FAYETTE ST.
E. FAYETTE
W. HUCKLEBERRY ST.
HUCKLEBERRY ST
ARROW ST.
VERBENA ST.
W. SPRUCE
W. SPRING
W. HEMLOCK
W. WILLOW
N JOHN ST
N CEDAR
ALDER
BAY
34
BROADWAY
MILL
COMMERCIAL
EDGECLIFF DR
LINT SL
ROAD
SLOUGH
LINT
ALSEA HWY NO. 27
WALDPORT HEIGHTS ROAD
CITY LIMITS IS LOW WATER LINE
M.P. 155.90 HWY 9
M.P. 0.00 HWY 27
N MAPLE ST
S MAPLE ST
S HIGHWAY
STAR ST
STRAWBERRY ST
S. JOHN ST.
S. CEDAR ST.
S ALDER ST.
S BAY ST.
CRESTLINE DR
WILLIAM P KEADY WAYSIDE
NO. 9
OCEAN WAYSIDE
LINCOLN CO.
M P 156.30
MINNEWAWA AVE.
WAZIATA AVE
ADAHI AVE
Yaquina John Point
19 20
25 30
30 29
WALDPORT RANGER STATION
101
OREGON
TO FLORENCE
34
M.P. 1.65
TO PHILOMATH

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE 00

LEGEND

- ▲ Post Office
- ● Public Bldg.
  - CY – City Hall
  - CT Court House
  - A – Armory
  - L – Library
- ● [illegible]
- ■ R. R. Depot

══ Street open for travel

┄┄ Street dedicated but not open.

– – – City Limits.

WALDPORT

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 777

Scale in Feet

400 0 400 800

Revised July 1966

S.C.A. INVESTIGATION DATA

City of WALDPORT
Date ____________, 1967 Division II
Street (s) ____________
No. previous projects 2
Last project 1953 (year)
Total SCA Funds to date $ 17,537

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, Right-of-way width: ___ feet

Remarks: ____________

PROPOSED

Surfacing: A.C. ___ Oil ___ Gravel ___ Concrete ___
Pave width: ___ feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. ___ inches, Leveling 2 inches, Base ___ inches
Length: ___ feet, ___ mile. Type curb: ___

Remarks: ____________

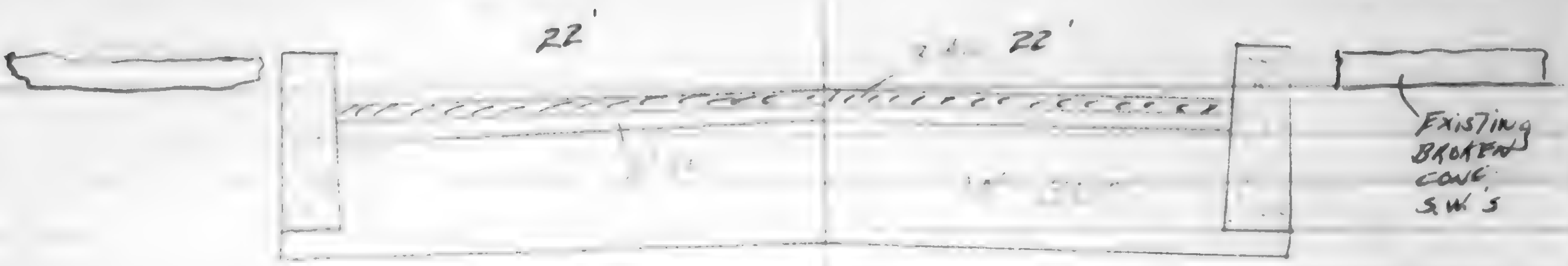
ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ [illegible]
General Excavation	c.y.	1,650	1.25	2,062.50
Drainage Excavation	c.y.	130	3.50	455.00
Culvert Pipe	lin. ft.	475	3.75	1,781.25
Base Material (1-1/2-0)	c.y.	[illegible]	3.50	4,025.00
2 Level Material (3/4-0)	c.y.	[illegible]	4.00	920.00
3 Asphalt	ton	340	18.00	6,120.00
Inlets TYPE G	ea.	7	135.00	945.00
Manholes	ea.	—		
Concrete Curbs	c.y.	35	60.00	2,100.00
Concrete Walks and Drives	sq. yd.	—	—	
Watering	M/gal.	40	4.00	160.00
Extra for Approaches	ea.			
Adjust. Inlets and M.H.'s	ea.			
Other Binder	All	All	[illegible]	485.00

* Items include 10% allowance.

Total	$ 19,353.75
Engineering & Contingencies (20%)	3,870.75
TOTAL	$ 23,224.50
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ ~~23,500~~ 24,[illegible]

[illegible]
MILL ST.
6-9-67



GEN. EXC. = $\frac{1.5 \times 46.5 \times 575 \times 1.1}{27}$ = 1,635 C.Y.

DR. EXC. = $\frac{3.0 \times 2.5 \times 475}{27}$ 132 C.Y.

10" SUB = $\frac{.833 \times 45.0 \times 575 \times 1.43}{27}$ = 1,145 C.Y.

2" [illegible] = $\frac{.17 \times 44 \times 575 \times 1.43}{27}$ 228 C.Y.

3" A.C. = 88.3 X 5.75 = 510 TON.

CURBS = .031 X 1100 34 C.Y.

WATER = .0275 X (1,373) 38 M GAL.

BINDER = 4,400 X .11 = ~~$~~ 485

MILL

WALDPORT 6-8-67

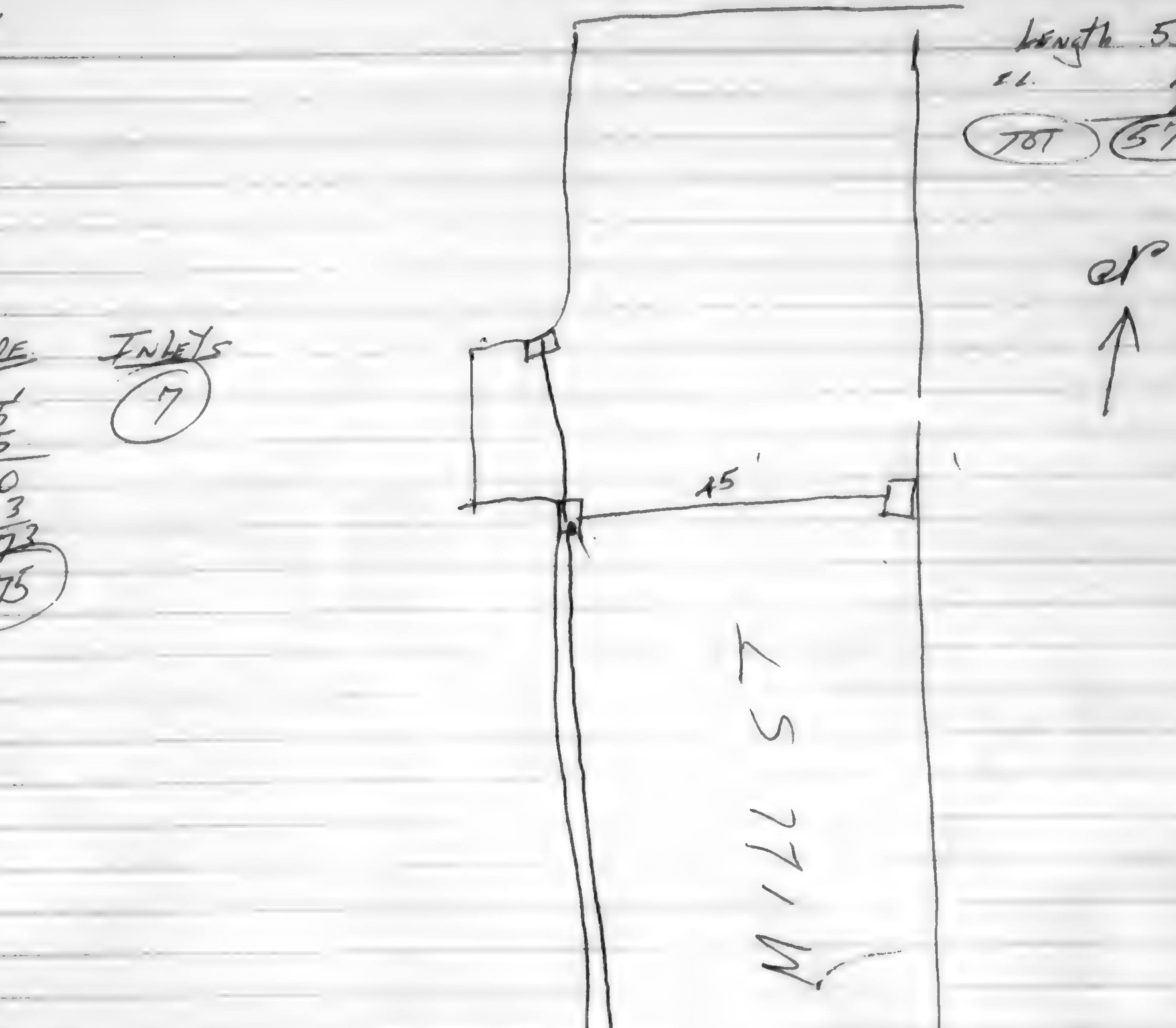
3"
2
10
15"

18'

12" pipe
325'
105
430
43
473
475

INLETS
7

.10 mile
Length 530'
E.L. 20
25
TOT 575


N
45'
MILL ST
325
RUBLE ST
60'

NOTED
RICHARD UNREIN

2-9-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Waldport is an incorporated city of the State of Oregon and has a population of 749 as given by the latest official census; and

WHEREAS, the following streets of said city, On Mill Street from Rubles street, North 520 feet to Port Commission property.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

4. That the City of Waldport does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Louis Halversen-City Supt. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9 th day of February, 19 67.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

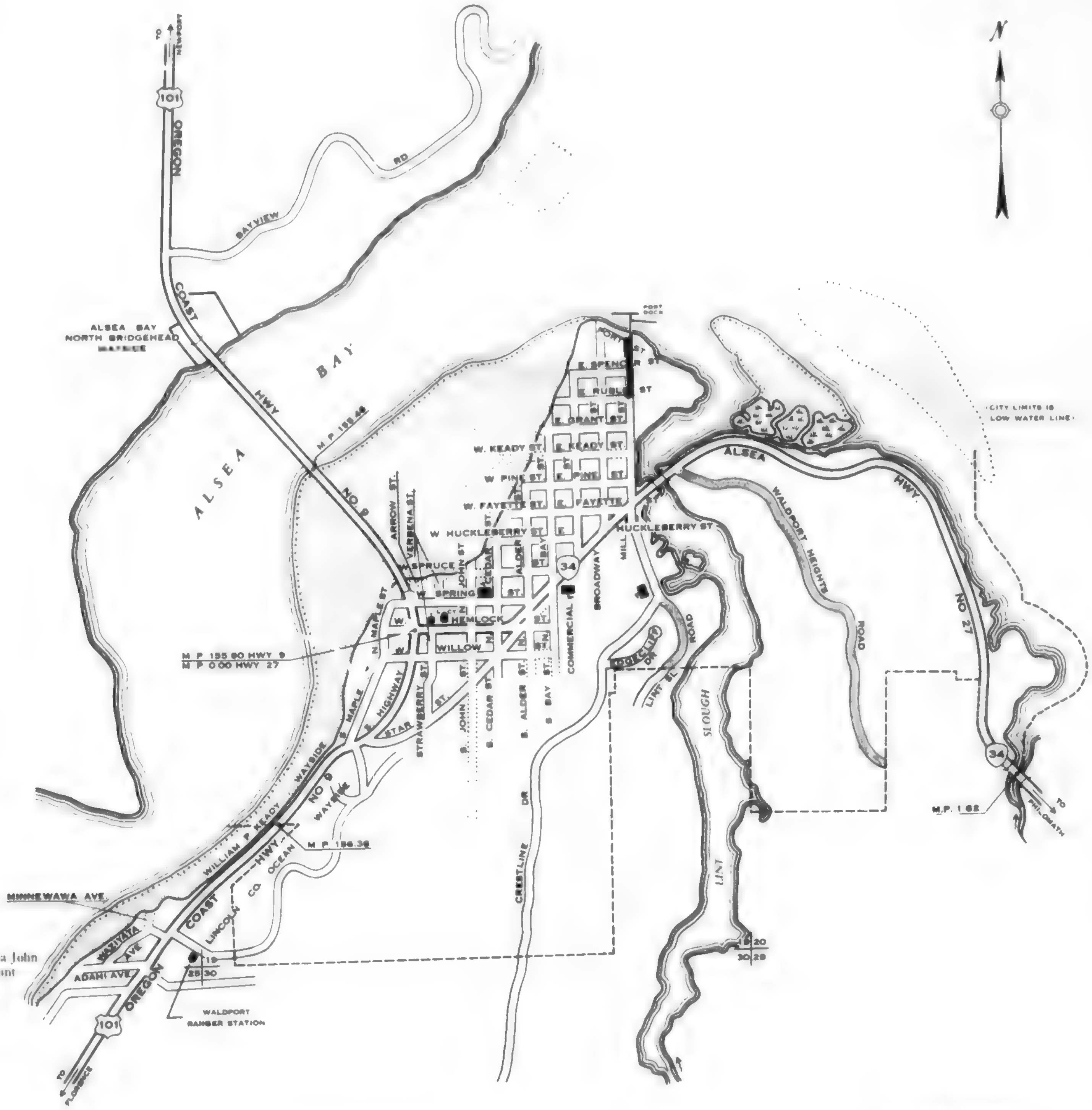
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Waldport at a regular or special meeting of said Council, held on the 9th day of February, 19 67, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of February, 1967.

Sophie Boyer
City Recorder
CITY OF WALDPORT
WALDPORT, OREGON

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN


N
TO NEWPORT
101
OREGON
COAST
BAYVIEW
RD
ALSEA BAY
NORTH BRIDGEHEAD
WAYSIDE
ALSEA BAY
HWY
NO 9
M P 155.46
POST DOCK
PORT ST
E SPENCER ST
E RUBLE ST
E GRANT ST
W. KEADY ST.
E KEADY ST.
W PINE ST.
E PINE ST.
W. FAYETTE ST.
E FAYETTE
W HUCKLEBERRY ST.
HUCKLEBERRY ST
ARROW ST.
VERBENA ST.
W SPRUCE
JOHN ST
CEDAR
ALDER
BAY ST
W SPRING
HEMLOCK
WILLOW
N MAPLE ST
34
COMMERCIAL
BROADWAY
MILL
ROAD
EDGECLIFF DR
LINT SL
SLOUGH
LINT
CRESTLINE DR
S. JOHN ST
S. CEDAR ST
S. ALDER ST.
S BAY ST
STRAWBERRY ST
STAR ST
S. HIGHWAY
S MAPLE
WAYSIDE
WAYSIDE
M P 155.90 HWY 9
M P 0.00 HWY 27
M P 156.36
WILLIAM P KEADY
HWY
NO 9
COAST
LINCOLN CO OCEAN
MINNEWAWA AVE.
WAZIYATA AVE
ADAHI AVE
Yaquina John
Point
OREGON
101
TO FLORENCE
19
25 30
WALDPORT
RANGER STATION
ALSEA HWY.
NO 27
WALDPORT HEIGHTS ROAD
(CITY LIMITS IS
LOW WATER LINE)
34
M.P. 1.62
TO PHILOMATH
19 20
30 29

SIGNED ROUTES

INTERSTATE
U S
ORE

LEGEND

Post Office
[redacted]
R. R. Depot
Public Bldg.
CY - City Hall
CT Court House
A Armory
L - Library
Street open for travel.
Street dedicated but not open
City Limits.

WALDPORT

LINCOLN COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 777

Scale in Feet

Revised July 1966

321-1714 Yachats (3rd Street) Section 1968
of City Street
#7146 (Grading & Paving)

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98000

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-7-69	CC 1168		321-1437-295 $73.04 321-1714-295 $2,245.54

City of Yachats
PO Box 67
Yachats, Oregon 97498

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. JoAnn Long, City Recorder			
Final Billing: SpecialCity Allotment project on Third Street, Contract 7144. Covered by agreement dated April 10, 1968.			
City's advance deposit			2,640.00
As per attached statement:			
Final cost		26,248.06	
Agreed State share		23,929.48	
Agreed City sahre			2,318.58
To be refunded			321.42

RECEIVED
MAR 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOW EST

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 6, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7146 Prefix 321-1714 Survey Prefix 321-1437

Street Third Street

City Yachats

*Payments to Contractor..(See attached voucher.)	$ 20,569.44
Permanent Traffic Signs	57.12
Engineering and Contingencies.........................	5,548.46
**Survey... Total: $ 1,627.00 Pro-rata Share.......................	73.04
TOTAL.............	$ 26,248.06
Agreed State Share	23,929.48
Agreed City Share	$ 2,318.58
City Advance Deposit	$ 2,640.00
REFUND DUE CITY ......$	**321.42**

NOTED
H. S. COY

Reference: Outside Billing oo-1168

*** Includes $2,318.58 for concrete curbs**

****** $$\frac{\text{Construction costs over \$25,000 = \$1,175.02}}{\text{Construction Costs=\$26,175.02}} \times \$1,627.00 = \$73.04$$

Portion of preliminary engineering charged to project ' = $73.04

NOTED
R. H. PRANGE RU:mm

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

COUNTY LINCOLN	CONTRACT NO 7146	ESTIMATE 4
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION YACHATS /3RD STREET/		

ORM A-20 (REV. 6-63)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
01	TEMPORARY PROTECTION AND	DIRECT OF TRAFF	LUMP SUM	500.0000	
02	CLEARING AND GRUBBING		LUMP SUM	200.0000	
03	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.2500	904
04	TRENCH EXCAVATION		CU YDS	3.0000	59
05	SPECIAL BACKFILL IN	DRAINS	CU YDS	12.0000	1
08	3/4IN-0 MATERIAL IN BASE		CU YDS	4.6000	230
09	STONE BASE		CU YDS	3.8000	86
10	CLASS B ASPHALT CONCRETE		TONS	14.3500	55
11	8-INCH CONC STORM SEWER	PIPE	LIN FT	2.0500	262
12	12-INCH CONC STORM SEWER	PIPE	LIN FT	3.5400	28
13	8-INCH PERF DRAIN PIPE		LIN FT	6.0000	90
14	CONCRETE INLETS TYPE G-1		ONLY	165.0000	
15	CONCRETE CURBS		CU YDS	66.0000	3
16	EXTRA FOR AC CONCRETE	APPROACHES	ONLY	55.0000	
17	TYPE 1 GUARD RAIL		LIN FT	8.0000	5
	PRICE AGREEMENT ITEMS				
0101	CONCRETE PROTECTIVE CAP		CU YD	50.0000	
0201	1/2 IN-0 MATERIAL IN BASE		CU YD	4.6000	17
0301	EXTRA ASPHALT IN MIX		TON	50.0000	
001J	LICUIDATED DAMAGES		DAY	30.0000-	

ATE 12/12/68	7146	TOTAL CONTRACT IT
REVIOUS VOUCHER NO. 13774		% RETAINED ON CONTRACT IT
HECKED BY: CP/md		FORCE ACCOU
NGINEER OR AUDITOR H. H. Patterson		TOTAL PAYME

CONTRACT NO. 7146	ESTIMATE NO. 4 Final	PREFIX NO'S.
FEDERAL AID PROJECT NO.		

321-1714-203 (640) 150.00 Dr.
321-1714-204 (41) 1,073.47 Dr.

STREET/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	500.0000	1.000	500.00	500.00	
LUMP SUM	200.0000	1.000	200.00	200.00	
CU YDS	1.2500	904.100	1,130.13	1,130.13	
CU YDS	3.0000	59.390	178.17	178.17	
CU YDS	12.0000	16.840	202.08	202.08	
CU YDS	4.6000	230.000	1,058.00	1,058.00	
CU YDS	3.8000	860.000	3,268.00	3,268.00	
TONS	14.3500	555.535	7,971.93	7,971.93	
LIN FT	2.0500	262.500	538.13	538.13	
LIN FT	3.5400	28.000	99.12	99.12	
LIN FT	6.0000	90.000	540.00	540.00	
ONLY	165.0000	4.000	660.00	660.00	
CU YDS	66.0000	35.130	2,318.58	2,318.58	
ONLY	55.0000	8.000	440.00	440.00	
LIN FT	8.0000	54.000	432.00	432.00	
CU YD	50.0000	1.400	70.00	70.00	
CU YD	4.6000	174.000	800.40	800.40	
TON	50.0000	3.258	162.90	162.90	
DAY	30.0000-			150.00-	150.00
TOTAL CONTRACT ITEMS			20,569.44	20,419.44	150.00
% RETAINED ON CONTRACT ITEMS				1,073.47	1,073.47
FORCE ACCOUNT					
TOTAL PAYMENTS			20,569.44	19,345.97	1,223.47

RECEIVED
DEC 17 1968
FOR FILING

321-1714

7146

AIR MAIL December 16, 1968

Ohio Casualty Insurance Company
136 North 3rd Street
Hamilton, Ohio

Gentlemen:

Contract No. 7146 awarded to Berry Creek Construction Company for grading and paving Third Street in the City of Yachats in Lincoln County was completed on September 17, 1968, and accepted by the Highway Commission on December 16, 1968.

Final payment in the amount of $1,223.47 will be released to the contractor after December 23, 1968. The total contract amount is $20,569.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ohio Casualty Insurance Co.
Neil Baldwin, Branch Manager
Woodlark Building
Portland, Oregon 97205

Berry Creek Construction Co.
P. O. Box 395
Florence, Oregon 97439
R. D. Asburry
Frank Morgan
C. H. Maison (Attn: John Herr)

C

RECEIVED
DEC 17 1968
FOR FILING

321-1714
7146

December 16, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 17, 1968, on Contract No. 7146. The contract was with Berry Creek Construction Company and was for grading and paving on the Yachats (3rd Street) Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

CITY OF YACHATS

OREGON

PC Box 67
Zip Code 97498

Phone 547-3356

December 9, 1968

NOTED
H. S. COX

Mr. H.H. Patterson
State Highway Department
206 S.W. Coast Highway
Newport, Oregon 97365

Dear Sir:

The Yachats City Council wishes to inform your Department that our December 5, 1968 Council meeting, the motion was made and passed unanimously to accept the 3rd Street Project and curbing as completed.

The City Council and citizenry are very proud and grateful for the fine job that was done on our street and curbing. Thank you very much.

Yours truly,
The Yachats City Council
By

JoAnn Long
City Recorder

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

c.c. Mr. Unrien
State Highway Dept.
Salem, Oregon

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

321-1714
SCA

NOTED
H. S. COX

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1968

SUBJECT: Final Payment
3rd Street Section
Yachats City Street
Contract No. 7146

To: H. H. Patterson
RESIDENT ENGINEER

Department

Final payment in the amount of approximately $1070 cannot be made to the contractor, Berry Creek Construction Company, until the City of Yachats accepts the project. We can either have the curb openings corrected to their satisfaction and get an unqualified letter of acceptance from the City, or we can get a qualified letter from them indicating that the project is acceptable except for the curb openings. The former method is preferrable.

Please review with Eldon Everton his schedule for this work. If it will not be in the next week or so, then contact the City and attempt to secure a qualified letter. Do not lettthis drag, as I believe we owe the contractor prompt payment. This holdup is not due to his operations.

R. D. Asburry
DIVISION ENGINEER

By Original signed by, Gerald Wimer

Gerald Wimer
ASST. DIVISION ENGINEER

GW:lf

cc: John Bond
Eldon Everton
H. S. Cox

RECEIVED
NOV 15 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

10-6-68
Capital Journal

Street Project Sparks Meeting

YACHATS — Resident disapproval of the recent Third Street improvement program has prompted a Monday meeting between the Yachats City Council and the State Highway Commission.

One property owner claimed that curbing was constructed across his property in front of his driveway despite his marking the entryway.

The homeowner, whose name was withheld, leveled the new curbing with a sledge hammer.

In another matter, the council received petitions from the Yachats Community Church to rock and grade Sixth, Seventh and Pontiac streets. The board took the matter under advisement.

Also, Arnold Cullen, engineer for Waldport, was hired on a part-time basis as engineer for Yachats.

A liquor license application for Beulah's Seaview Inn was approved by the council.

RECEIVED
DEC 4 - 1968

FOR FILING

321-1714

7146

#2

November 13, 1968

Berry Creek Construction Company
P. O. Box 395
Florence, Oregon 97439

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7146 for grading and paving 3rd Street in the city of Yachats in Lincoln County.

After careful consideration, the Commission granted you an extension of five calendar workdays.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
H. H. Patterson
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1968

SUBJECT: Extension of Time
Yachats (3rd St.) Section
Contract No. 7146

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Berry Creek Construction Company, contractor on the subject project, has requested a 10-day extension of time based on additional rock quantities, concrete encasement of existing sewer pipes which were found near the subgrade, and excess August rainfall which delayed base rock and paving. The project was completed September 17 with 65 calendar days accrued. Since 60 days were allowed, there are actually only 5 days of liquidated damages amounting to $150.

Although not mentioned by the contractor, we find there was a one-day delay in award while we were awaiting the necessary deposit for the City's share of the funding, so 1 day extension is due on this reason.

Sewer lines which were not shown on the plans were encountered during the progress of the work and required adjustment. At the location stage, our people were told there were no sewer lines in the area. The sewer revisions justify 2 days extension.

After the planned depth of base rock was placed, there was concern that it was not adequate to sustain traffic and properly support the paving. This was aggravated by the heavy rains that had saturated it. Rather than shut down, and take a chance on enough drying weather to cure out the grade in mid September, it was decided to place an additional 3 inches of base rock and proceed with the paving at the earliest opportunity. This additional base rock was covered by Price Agreement and this work required an additional ~~3~~ 2 days.

For the above reasons, we therefore believe a 5-day time extension is justified which will delete all liquidated damages. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc: L. H. Young

C

RECEIVED
OCT 30 1968

FOR FILIN

321-1714

7146

October 29, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 12, 1968 meeting

Gentlemen:

Berry Creek Construction Company, contractor for the grading and paving project on Third Street in the city of Yachats in Lincoln County, Contract No. 7146, has requested an increase of the contract time. The contractor's request is based on unseasonable rain, additional quantities of base rock, and unforeseen adjustment of interfering sewer lines.

As the project progressed, some sewer lines were encountered which were not known to exist at the time the plans were prepared. Adjustment of these lines was unforeseen and justifies a two-day extension.

When the planned amount of base rock was in place, the heavy rains had left it in a saturated condition. In order to avoid further delay awaiting sufficient drying weather to stabilize the surfacing for paving, it was decided to add an additional quantity of base rock thereby providing a stronger base and permitting completion at the earliest possible time. The addition of this extra base rock justifies a two-day extension.

There was also a one-day delay in award of the contract beyond the interval allowed under the specifications, awaiting the City's share of the funding. This reason justifies a one-day extension.

For the above reasons, I recommend an extension of five calendar workdays which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7146 Contractor Berry Creek Construction Company

Highway Oregon Coast Highway

Section Yachats (Third Street) Section

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be GRANTED. The reasons for such recommendation are as follows:

Recommend 5 calendar days for added base rock, sewer adjustments and delay in award.

Recommended for Approval:

Division Engineer

for
Construction Engineer or ~~Bridge~~ Engineer

W B Klaboe
Assistant State Highway Engineer

Contract No. 7146

Project designation State
State-Federal

Date awarded XX 6/27/68

Work started 7/19/68

Per cent completed 100% 9-19-68
Date

No. of Workdays Allowed 60

No. of Workdays Used 65

No. of Added Workdays Requested 10

[illegible]

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 18, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 70 days, within which to complete our Contract No. 7146, without the assessment of liquidated damages. The said contract is described as follows:

Grading and Paving 3rd St., Yachats, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

August 19,20,21,22,23,26,27,28
Sept. 5,6,13
Additional rock put on , extra concrete around existing sewer pipes.
August 6" of rain which is not normal for this area at this time, also soil condition which held up work. On above dates heavy rains occurred which prohibited placing of rock and paving.

Respectfully submitted,

Berry Creek Construction Co.
Contractor

By Loyd I. Petersen
Loyd I. Petersen, Partner

CONSENT OF SURETY

Date Sept. 19, 1968

We, Ohio Casualty Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

321-1714
7146

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Yachats (3rd Street)
WEEK ENDING: 11 Oct 68
SECTION PREFIX: 321-1714
HIGHWAY: City Street
COUNTY: Lincoln
NAME OF JOB: Yachats (3rd Street)
KIND OF WORK: Grading & Paving
CONTRACTOR: Berry Creek Constr. Co.
CONTRACT NUMBER: 19 Jul 68 7146
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 27 Jun 68
DATE WORK STARTED: 19 Jul 68
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 60
CALENDAR DAYS USED: 65
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $ 24,754.09
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 22,592.16
ENGINEERING AUTHORIZATION: $ 2,161.93
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,531.23
ENGINEERING COST TO DATE: $ 5,293.12
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
$567. this week
DATE PROJECT WAS COMPLETED: 17 Sep 68
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 9 %
PERCENT OF AUTHORIZATION 245 %
Semi-final will be submitted 11 Oct 68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	CURBS ~~OIL & BITUMINOUS~~	PAVING
MILES IN PROJECT	0.12	0.12		0.12	0.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12	0.12		0.12	0.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,250	970		40	570
TOTAL QUANTITIES CORRECTED TO DATE	904	1,264		35	556
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	904	1,264		35	556
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing E
MONDAY				
TUESDAY				RECEIVED
WEDNESDAY				W
THURSDAY				
FRIDAY				BEN GIFFORD NOTED
SATURDAY				R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Mr. Patterson met with officials of the City of Yachats on Thursday evening concerning curbing corrections.

Office completed and submitted Semi-final Estimate.

This is the final Weekly Report.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

RECEIVED
SEP 24 1968
ENGINEER
COUNTY & CITY DIVISION

Project Name Third Street Contract No. 7146

Highway Yachats City Street Prefix No. 321-1714

County Lincoln F. A. No. State

Final inspection made on 9-20-68 By Gerald Wimer

in company with E. L. Everton, DMS; H. H. Patterson, Resident Engineer; Harry Mix, Yachats Street Councilman; Hans Petersen, Contractor.

NOTED
H. S. COX

CHECK LIST

Date			
9-17-68	Construction signs removed.	Not closed	Opened to traffic.
N.A.	Salem Office notified to rescind construction speed zone.	With Semi-final Estimate	Division materials certification submitted.
9-17-68	Contractor removed equipment from project.		
9-20-68	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project completed in a very satisfactory manner with a very minor amount of cleanup remaining, which was subsequently done.

Letter of acceptance from the City will follow. Mr. Lindahl, an adjacent property owner, was very complimentary of the project prosecution.

All contract work on this project has been completed and recommendation is made for acceptance on 9-20-68 (date). The semi-final estimate will be submitted about 10-11-68.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
~~Bridge Engineer~~
Resident Engineer H. H. Patterson
District Maintenance Supt. E. L. Everton
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 9-23-68.
am

NOTED
P. B. Arensmeier

UNREIN
(signed)

Asst. Div. Engr.
(title)

NOTED
DON HARWELL

CITY OF YACHATS

OREGON

Zip Code 97498 **Phone 547-3356**

June 26, 1968

State of Oregon
State Hiway Department
Salem, Oregon 97310

Dear Sirs:

Enclosed is a check for $2,600.00. Authorization for spending an additional $40.00 (forty Dollars) must be given by the council. The council will meet July 11,1968. A check for $40.00 will follow pending the councils decision.

Thank you for your patience,

Joann Long

Joann Long
City Recorder

check and copy of letter
sent to Acct. Div. 6/27/68
C.H.
(#54 in the amt. of $2,600.)

cc: Maison
Young

RECEIVED
JUN 27 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
RICHARD UNREIN

NOTED
C. W. HEAD

NOTED
DON HARWELL

C

RECEIVED
AUG 9 - 1968

FOR FILING

321-1714

7146

June 27, 1968

Berry Creek Construction Co.
P. O. Box 395
Florence, Oregon 97439

Gentlemen:

The State Highway Commission on June 10, 1968, accepted your proposal for grading and paving on 3rd Street in the city of Yachats in Lincoln County for the sum of $21,469.30 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Yachats is received and the sum of $2,640 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7146. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 10, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
H. H. Patterson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

Fred Hill, Pendleton
Thaddeus Bruno, Portland

NOTED
H. S. COX

June 6, 1968

Mrs. JoAnn Long
City Recorder
P.O. Box 67
Yachats, Oregon 97498

NOTE 6-25-68
Mrs Long called - $2600 all
council authorized - I told her to
send $2600 check & letter
[illegible] forthcoming after 7-11
council meeting authorizing
Don

Dear Mrs. Long:

On June 6, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Third Street in Yachats. The apparent low bid was submitted by Berry Creek Construction Company of Florence. The anticipated cost based on the bid is as follows:

Contractor's bid*	$21,469.30
Anticipated additional items	150.00
Total	21,619.30
Engineering & contingencies (14-1/2%)	3,134.80
TOTAL ANTICIPATED COST	$24,754.10

*Includes $2,640 for concrete curbs

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience, a check or warrant to this office in the amount of $2,640 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

6-18-68 Called City - they have [illegible] A small amount from Bank [illegible] has been good. [illegible] soon.

RU:sb
bc L. H. Young
R. D. Asberry

NOTED
DON HARWELL

Fred Hill, Pendleton
Thaddeus Bruno, Portland

NOTED
H. S. COX

June 6, 1968

NOTE 6-25-68
Mrs. Long called - $2600 all [illegible] authorized. I told her to [illegible] check & letter [illegible] forthcoming after 7-11 [illegible] council meeting authorization.
Don Harwell

Mrs. JoAnn Long
City Recorder
P.O. Box 67
Yachats, Oregon 97498

Dear Mrs. Long:

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Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

6-18-68 [illegible] - the [illegible]
A small amount [illegible] Bank [illegible]
has been made. [illegible]

RU:sb
bc L. H. Young
R. D. Asburry

NOTED
DON HARWELL

RECEIVED
APR 12 1968

FOR FILING
321-1714

7146

April 11, 1968

MISC. CONTRACTS and
AGREEMENTS No. 5332

City of Yachats
City Hall
Yachats, Oregon 97498

Attention: Mrs. JoAnn Long
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Third Street from Ocean Drive to Pontiac Avenue in your city.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. H. S. Cox
(agreement attached)

YACHATS (THIRD ST.)
Lincoln County

Prefix: 321-1437

3-6 8

NARRATIVE REPORT

This survey was made for the proposed construction of West Third st. in the City of Yachats as per agreement with the City pursuant to the provisions of ORS 366.800 and 366.805.

The subject area was subdivided in the early 1930's and the centerline for this survey was established from property corners which were found, having been set on various surveys over the last 35 years. The street has never been improved before, other than having had a minimal amount of rock applied to carry traffic. The adjacent area has, however, become built up enough so that any major change of grade from the existing profile is impossible due to approach problems which would result.

The westerly terminus is the center of Ocean Drive, station 17+65.4, and the easterly terminus is the center of Pontiac Street south, station 11+24.27. Overall length of the project is 641.13 feet, or 0.12 mile. The alignment is all tangent, maximum grade being 1.52 %. Roadbed design calls for 6 inches of coarse crushed base material, 2 inches of leveling course and 3 inches of asphaltic concrete wearing surface. Sub-base material is sandy loam. The forty foot width between curbs will provide 12 foot travel lanes and 8 foot parking areas.

The section of Third st. immediately east of the project was constructed by Lincoln County in 1960, or thereabout. It is thirty four feet between curbs with 7½ inches of rock base and 2½ inches of AC pavement. The City was approached about reducing the width of the proposed project in order to match the existing street, which would also eliminate the need for adjusting power poles on the south side, but they wish to establish 40 feet as a standard width for city streets and do not wish to deviate therefrom, prior events notwithstanding.

Power poles and telephone poles will all require moving, and the water lines will be adjusted by the Southwest Lincoln County Water District. I have no mailing address for this district but they have a phone, 547-3921, or contact Cap Wooldridge at the hardware store in Yachats.

Yachats State Park is adjacent to the project at the westerly end, on the southerly side. The 30 foot radius used in making this connection encroaches on Park property but this not thought to be undesireable.

Notes for special provisions, and comments on bid items are as follows:

1. Clear and grub- Work is light, in fact some of the vegetation may be removed by property owners prior to construction. This would be two hedges, and several trees of an ornamental nature. A curb radius and a small amount of concrete walk is to be removed at the east end, at the corner in front of the church; these were apparently cast monolithically. Their removal is necessitated by the difference in project widths.

2. General Excavation - All material will have to be removed from the project. The handiest place to dispose of it would be immediately west of the westerly end of the project, where there is about a 20 foot vertical drop to a rock ledge which

slopes off to the ocean. Disposal at this site would provide some support to this drop-off, but would not be desirable unless riprap protection was provided; it would require appsoximately 200 cubic yards of heavy stone which has not been included in the estimate. A similar situation exists some 500 feet north on Ocean Drive, at which point the erosion is very nearly at the edge of the road. Toes at both locations are subject to wave action during storms.

The State Parks manager also indicated that he could find use for the material, but most of it would have to be hauled to the part of the park which is south of the Yachats River, a distance which would not likely be of the contractors choosing. I would think it best not to offer to haul the material for the contractor.

6. 8" Concrete Culvert.- This is used to connect a proposed additional catch basin at the intersection with Pontiac St. (north) to an existing catch basin. It will involve cutting a hole into the existing catch basin for which no item was added; the requirement should be apparent to bidders who study the plans.

13. Asphaltic Concrete.- Single unit basis to be used as per supplemental standards dated 1/1/66, no seperate payment is to be made for the asphalt in the mixture.

15. Salvage and Re-install Culvert.- This is necessary as the pipe in it's existing location will intefere with construction of the curb.

One additional item which has not been included, is guard rail. Improvement of the subject project will probably result in increased traffic and increased speeds over the section; it is used as an alternate access to the State Park. A narrow strip, some 17 feet in width, is all there is between the west edge of Ocean Drive and the top of the bluff mentioned above. Fifty feet of Guard Rail should be added as a require safety measure.

Standard specifications should apply to all items other than as ammended above. Commercial sources will be used for all materials.

The estimated cost of construction is $ 22,150 total, exclusive of guard rail, or $ 184,600 per mile.

SECTION Third Street — ESTIMATE OF COST — SHEET 1 OF

HIGHWAY Yachats (city)

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
						$		$ 500	00
1	Clearing & Grubbing	Lump Sum	All		All				
2	General Excavation, unclass.	Cu. Yd	1031	119	1150	1	50	1,725	00
3	Trench Excavation	Cu. Yd	81	9	90	4.	00	360	00
4.	Special Backfill in drains	Cu. Yd	17	3	20	8	00	160	00
5	Watering	M. Gal.	27	3	30	4	00	120	00
6	SS-1 Asphalt in watering	Gal.	625	75	700	0	40	280	00
7	Coarse Crushed Base	Cu. Yd	589	61	650	4	50	2,925	00
8	3/4" -0 Base Rock	Cu. Yd	193	17	210	4	75	997	50
9	Asphaltic Concrete	Ton	507	53	560	13	00	7,280	00
10	8" Conc Sewer Pipe	Lin. Ft.	204	21	225	2	50	562	50
11	12" Conc Culvert Pipe	Lin. Ft.	24	4	28	3	75	105	00
12	Conc. Inlets Type "G-1"	Each	5	1	6	135	00	810	00
13	8" Perf. drain pipe	Lin. Ft.	104	6	110	2	50	275	00
14	Salvage & stockpile Culvert pipe	Lin. Ft	36	—	36	2	50	90	00
15	Conc. Curb Type "C"	Cu. Yd	36	4	40	70	00	2,800	00
16	Extra for Paving Approaches	Each	10	1	11	50	00	550	00
17	Guard Rail Type 1	Lin. Ft	50	—	50	4	00	200	00
18	Guard Rail End Pieces	Each	2	—	2	5	00	10	00
								19,750	00
	Subtotal								
	Additional Anticipated Items:								
	Signing (Zebra Board) by State Forces							50	00
	Subtotal				19,800.00			19,800	00
	Engineering & Contingencies (12½ %)			+20%	3,960.00			2,475	00
					$23,760.00				
								22,275	00
	TOTAL								

- Yachats (3rd St.) Section

Spare

3-6-8

Cost Estimate

Item No.	Item 4-10-68	Unit	Quantity	Unit Price	Amount
1	Temporary Protection & Direction of Traffic	Lump Sum	All Spec.	—	500.-
2	Clearing & Grubbing	Lump Sum	All Spec.	—	500.-
3	General Excavation, Unclassified	Cu. Yd.	1,250	1.50	1875.-
4	Trench Excavation	Cu. Yd.	75	4.00	300.-
5	Special Backfill in Drains	Cu. Yd.	20	8.00	160.-
6	Watering	M-Gal	25	4.00	100.-
7	SS-1 Asphalt in watering	Gal	750	0.40	300.-
8	3/4-0 Material in Base	Cu. Yd.	240	4.75	1140.-
9	Stone Base	Cu. Yd.	730	4.50	3285.-
10	Class "B" Asphalt Concrete	Ton	570	13.00	7410.-
11	8-inch Conc. Storm Sewer Pipe	Lin. Ft.	295	2.50	737.50
12	12-inch Conc. Storm Sewer Pipe	Lin. Ft.	26	3.75	97.50
13	8-inch Perf. Metal Drain Pipe	Lin. Ft.	115	2.75	316.25
14	Salvaging & Stockpiling Pipe	Lin. Ft.	40	2.50	100.-
15	Concrete Inlets, Type G-1	Each	6	135.00	810.-
16	Concrete Curbs	Cu. Yd.	40	70.00	City 2,800.-
17	Extra For A.C. Concrete Approaches	Each	7	50.00	350.-
18	Type 1 Guard Rail	Lin. Ft.	55	4.00	220.-
					21,001.25
	Signing - $150				
					150.-
					21,151.25
	14½% Engr & Contingencies				3,066.93
	Total:			$	24218.18

RECEIVED
APR 10 1968
ENGINEER
COUNTY & CITY DIVISION

RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

MAR 14

Section 3rd STREET Highway City of Yachats County Lincoln Prefix 321-1436

Res. Engr. H. H. Patterson Approx. Length 0.11 Miles. Sta. ________ to Sta. ________ Date 3-4-68

Truck A.D.T. 8 Traffic Coefficient 5.2 18 kip s.a. per day 2 (Automobiles not considered.)

Annual Precipitation 68"+ (Newport) Frost Penetration - - - - - - - - -

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	6.0	6.0	Cr. Base
14.0	14.0	11.0	

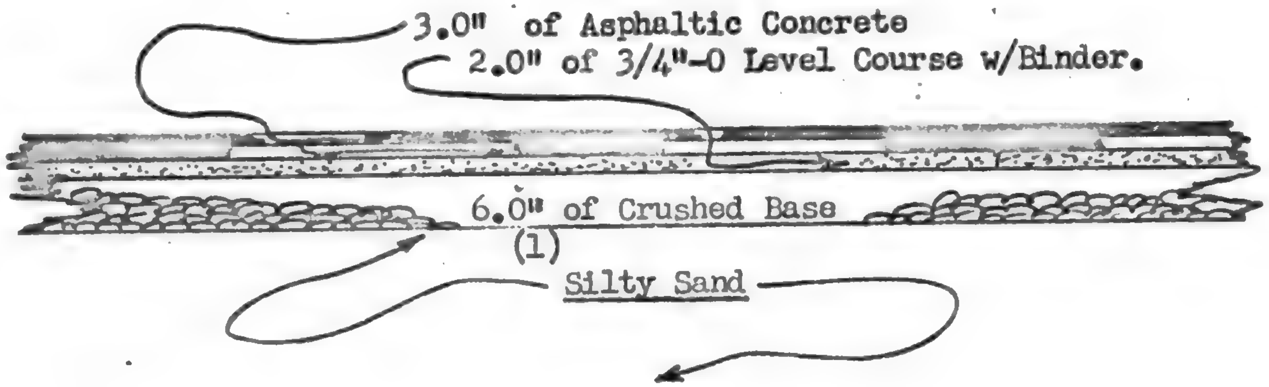
(1)
Typical Soil
37 LL
0 PI
95 %P 10
31 %P200
4 %Gravel
5 %C Sand
60 %F Sand
21 %Silt
10 %Clay
23 "R" Value
[redacted]

AASHO CLASSIFICATION:

A-2-4

MATERIAL SOURCES:

To be determined by the Engineer.


3.0" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder.
6.0" of Crushed Base
(1)
Silty Sand

See Note on Page 2.

3-5-68

Submitted by ______________
for Staff Assistant

Recommended by ______________
act. Engineer of Materials

Recommended by ______________
asst Construction Engineer

Approved by ______________
~~Asst.~~ State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

3rd STREET
City of Yachats
Lincoln County

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

Note:
The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: 3rd STREET

HIGHWAY: City of Yachats

COUNTY: Lincoln

50 Present ADT (1967)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	4	1.5	6	5	450	2250
3	2	1.5	5	3	1000	3000
4	0				1250	
5	0				3180	
6	0				2570	
				8	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5250

TWENTY YEAR EWL 105,000

TRAFFIC COEFFICIENT 5.2

SECTION: 3rd STREET

HIGHWAY: City of Yachats

COUNTY: Lincoln

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.11 mi.) project. See Items 6 & 12.

RECEIVED
FEB 1 - [illegible]

FOR FILING

321-1436

7146

1-30-68

Prefix No. 321-1436

LOCATION PROSPECTUS
YACHATS (3RD STREET) SECTION
CITY STREET - LINCOLN COUNTY

HIGHWAY: Third Street. Not on State or Federal system.

TERMINI: Ocean Drive on west, Pontiac Avenue on east.

LENGTH: 0.11 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimate for 40-foot paved section with curbs. There are no sidewalks to meet but appears to be quite a bit of encroachment onto right of way in way of trees, hedges, fences, etc. Soils investigations will be conducted. Drainage problems are not anticipated.

TYPICAL SECTION: Forty-foot curb-to-curb street section. Two 12-foot travel lanes and 8-foot shoulders.

BASE: Tentative base design for construction is:

3"	A. C.
2"	Leveling
6"	Crushed Base
11"	Total

MATERIALS: Commercial sources.

NOTED
FORREST COOPER

ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine agreements for Special City Allotment project.

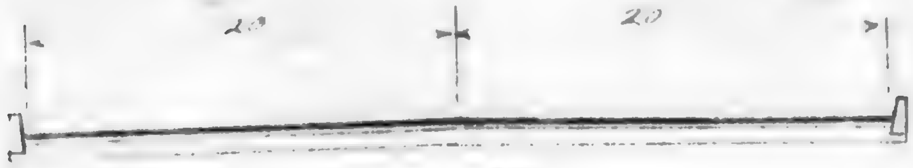
PARKS: Yachats State Park one block away. Street serves as an alternate access to park.

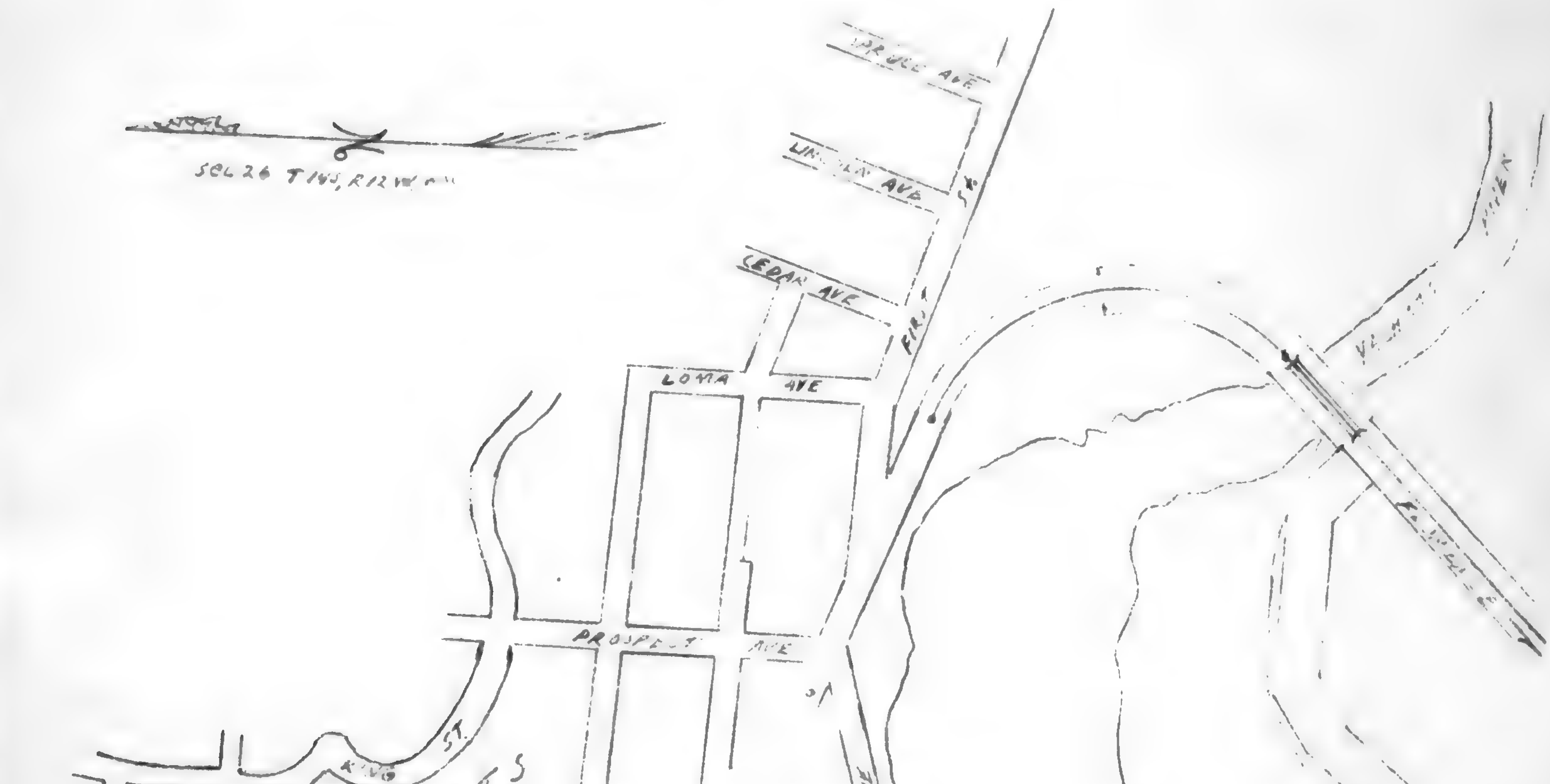
January 30, 1968
Attachment

cc: Forrest Cooper
F.B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN [illegible]
[illegible]

TYPICAL SECTION


20
20
A.C [illegible] 2"
LEVELING COURSE 2"
[illegible] CRUSHED BASE 12"


SEC 26 T 14S, R 12 W W.M.
SPRUCE AVE
LINCOLN AVE
CEDAR AVE
FIRST ST.
LOMA AVE
YACHATS RIVER
PROSPECT AVE
1ST
KING ST.
YACHATS
BEACH AVE.
OCEAN DRIVE
6TH ST.
NEWPORT
EAST END SURVEY
4TH ST.
3RD ST.
2ND ST.
AVE.
PONTAL
WEST END SURVEY
7TH
STATE PARK
OCEAN DRIVE
PACIFIC OCEAN

CITY OF YACHATS

OREGON

Zip Code 97498 **Phone 547-3356**

October 24, 1967

NOTED
H. S. COX

RECEIVED
OCT 25 1967
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein
State of Oregon
Highway Department.
Salem, Oregon 97310

[illegible]

Dear Sir;

The City of Yachats called a Special Meeting Monday October 23, 1967. It was the unanimous decision of the City Council to advise the State Highway Department to proceed with the proposed project on 3rd Street from Ocean Drive to Pontiac Avenue under the Special Allotment Act(366.805).

Arrangements are being made to secure the City's portion of the cost, therefore the City of Yachats will be able to participate in the above project.

Approx $2,500 for curbs !!

Thank you for your consideration.

Very truly yours,

Yachats City Council
By

JoAnn Long
City Recorder

CY /jl

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of Yachats
Date [illegible], 1962 Division II
Street (s) [illegible]
[illegible]
No. previous projects 0
Last project — (year)
Total SCA Funds to date $ —

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel x Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: [illegible] feet
C-C width: — feet, Right-of-way width: [illegible] feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. x Oil ___ Gravel — Concrete —
Pave width: 40 feet Shoulder width: — feet C-C width: 40 feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 12 inches
Length: 600 feet, 0.11 mile. Type curb: "C"

Remarks: [illegible]

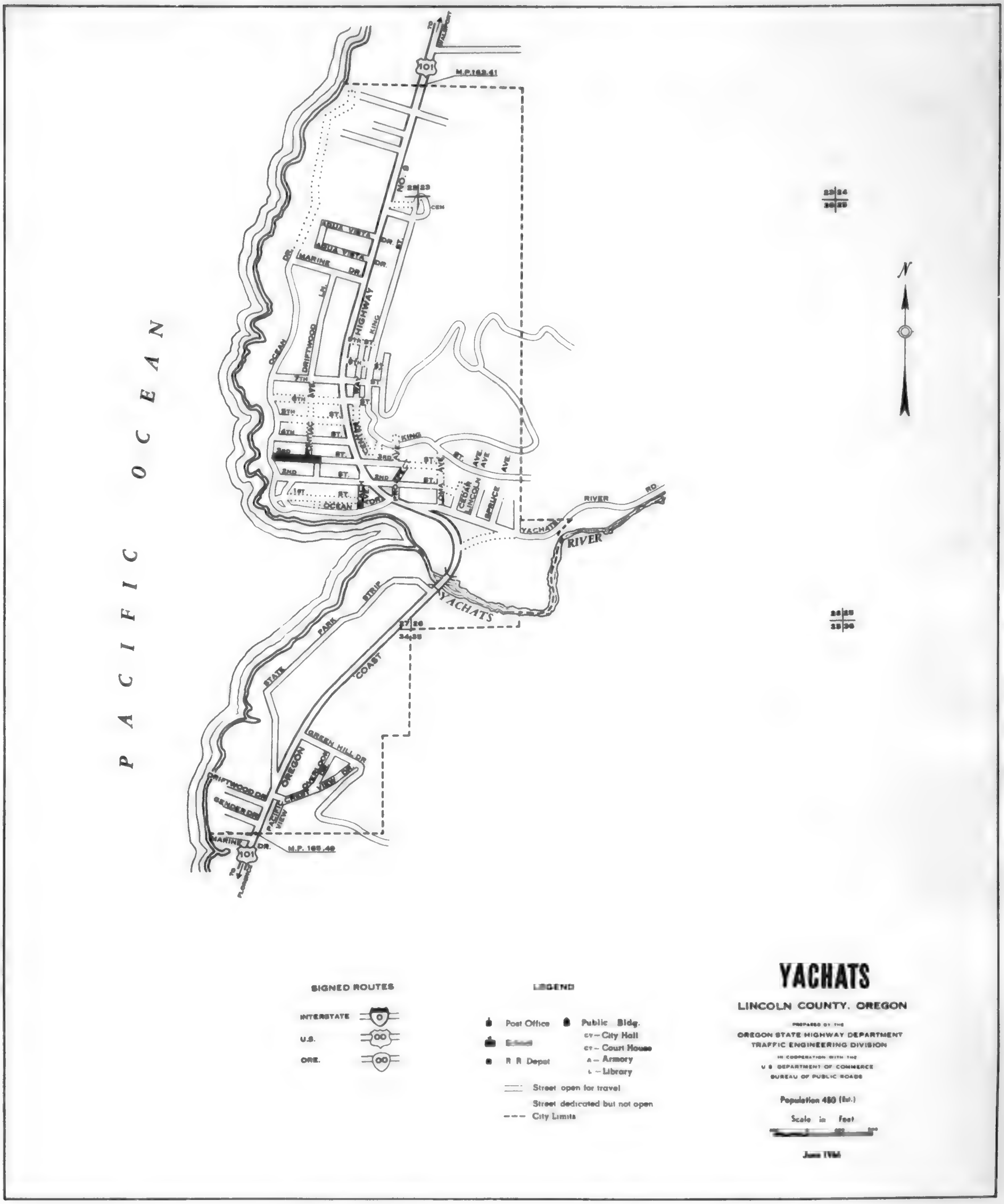
ESTIMATE

	Item	Unit	Gross*	Price	Amount
	Clearing	All	All	L.S.	$ 300.00
	General Excavation	c.y.	2200	1.25	2,750.00
	Drainage Excavation	c.y.	40	4.00	160.00
12"	Culvert Pipe	lin. ft.	225	3.75	843.75
12"	Base Material (1-1/2-0)	c.y.	1400	4.00	5,600.00
2	Level Material (3/4-0)	c.y.	240	4.25	1,020.00
3	Asphalt	ton	525	13.00	6,825.00
	Inlets Type "G"	ea.	6	135.00	810.00
	Manholes	ea.	—	—	—
	Concrete Curbs "C"	c.y.	35	60.00	2,100.00 x
	Concrete Walks and Drives	sq. yd.	—	—	—
	Watering	M/gal.	45	4.00	180.00
	Extra for Approaches	ea.	—	—	—
	Adjust. Inlets and M.H.'s	ea.	—	—	—
	Other [illegible]	All	All	L.S.	780.00

* Items include 10% allowance.

Total $21,368.75
Engineering & Contingencies (20%) 4,273.75
TOTAL $25642.50
City's Estimated Share of Survey 37.58
TOTAL ESTIMATED COST $25,680.08

≈ 26,000


PACIFIC OCEAN
101
M.P. 162.41
NO. 9
22|23
CEM
AQUA VISTA DR.
AQUA VISTA DR.
MARINE DR.
DR.
ST.
LN.
HIGHWAY
KING
OCEAN
DRIFTWOOD
AVE.
7TH
6TH
5TH
4TH
3RD
2ND
1ST
ST.
CENTRAL
2ND
KING
AVE.
AVE.
CEDAR
LINCOLN
SPRUCE
AVE.
OCEAN
RIVER
RD.
YACHATS
RIVER
YACHATS
STATE
PARK
STRIP
COAST
27|26
34|35
22|24
30|25
28|25
33|36
GREEN HILL DR.
OREGON
VIEW DR.
DRIFTWOOD DR.
GENDER DR.
PACIFIC VIEW
MARINE DR.
M.P. 165.49
101
N
SIGNED ROUTES
INTERSTATE
0
U.S.
00
ORE.
00
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
R R Depot
Street open for travel
Street dedicated but not open
City Limits

YACHATS

LINCOLN COUNTY, OREGON

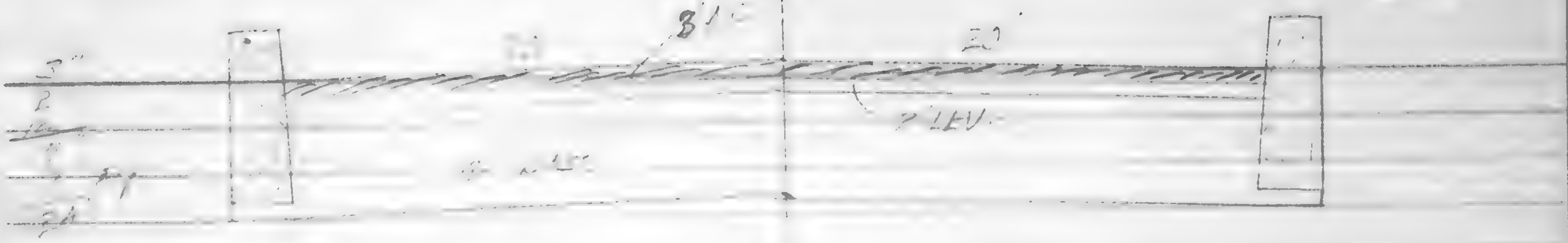
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 480 (Est.)

Scale in Feet

June 1966

ADAMS
3RD ST.
6-8-67



[illegible] = [illegible] × 42 × [illegible] × 1.1 / 27 = 2,200 C.Y.

[illegible] = 25 × [illegible] = 42 C.Y.

12" SUB[illegible] = [illegible] × 40.5 × 65[illegible] × 1.42 / 27 = 1,400 C.Y.

2" [illegible] = .17 × 40 × [illegible] × 1.42 / 27 = 234 C.Y.

B.I.C. = 80.3 × 6.5 = 522 TON

(.031 × [illegible] = [illegible] × $60 = $[illegible])

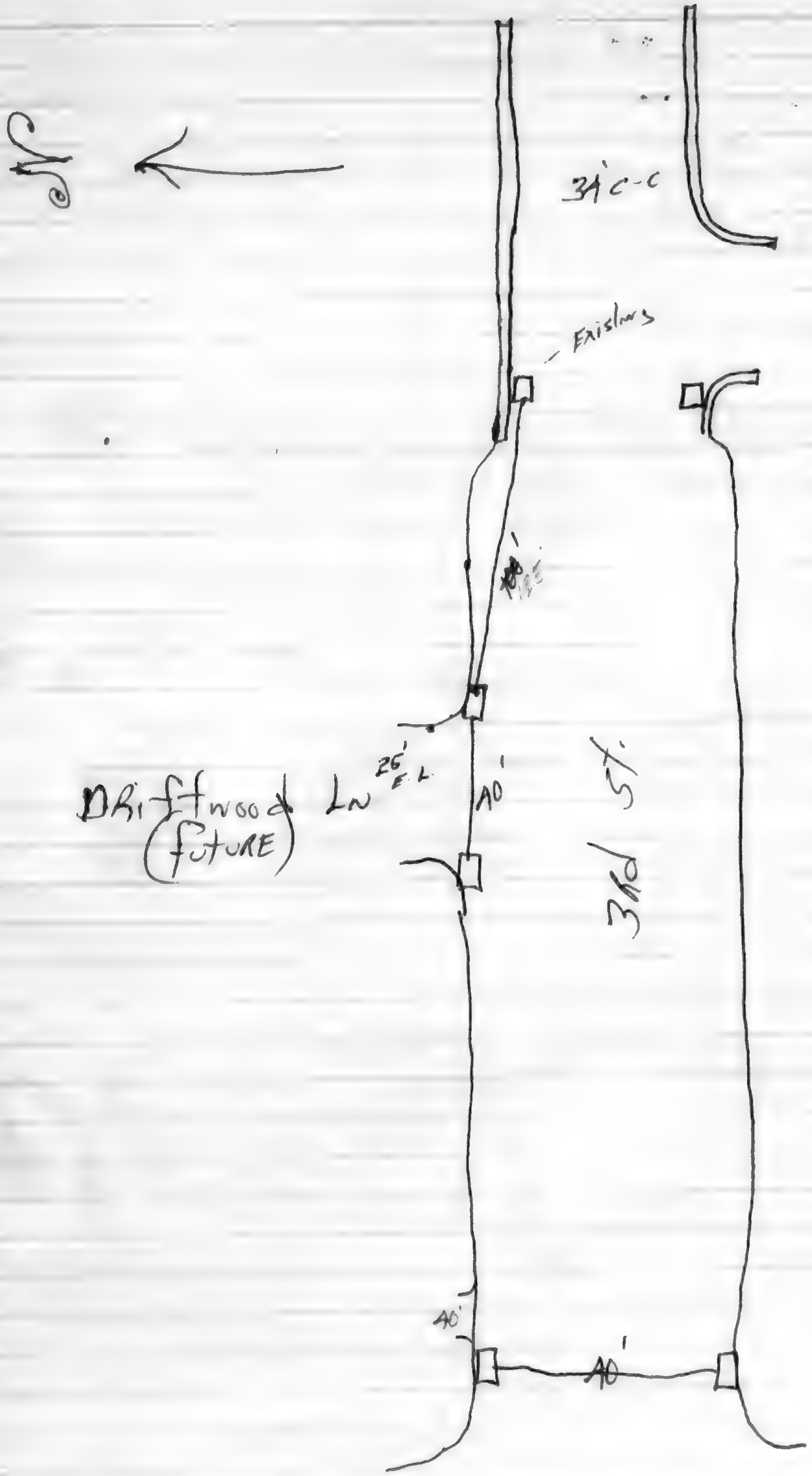
CURBS = .031 × 1300 = 41 C.Y.

WATER = .02[illegible] × (1,634) = 45 M-GAL.

BINDER = 4,000 × .12 = $480

SURVEY FEE $1500

642.50 / 25,642.50 = ~~$~~ 37.58


N
34' c-c
Existing
Driftwood Ln (future)
25' E.L.
40'
3rd St
40'
40'
Ocean Dr.

YACHATS
6-8-67

.11 mile
600'
50' E.L.

Pontiac

12" pipe
180
20 allow
200'
25
225

Inlets
6

1650
450 SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Yachats Oregon Date 4-4-67

To be financed by Special City Allotment Fund and necessary city funds.

* Street name 4 th Street West and other Streets
(Locate project on attached map.)

Project length 878 ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: 10 feet

Curbed section; width curb to curb: 40 feet

Remarks Curbs Deleted this project to the Beach and Park.

Surface now in place: Oil ___ Paving ___ Gravel X

Present surface width: 12 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: Pontiac 50 ft

Are intersecting streets curbed? Yes ___ No X

Remarks We have no Streets Curbed.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: 40 feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: ________ feet

Does city desire special type of curbs? Yes ___ No X

Explain: This one Street has been brushed, Ditched, Tiled. As soon as it is Dryed will be ready for grading and rock.

RECEIVED
APR 10 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No ✓ Property owners

Present sidewalks, Length: _______feet; Width: 5 feet. no sidewalks.

Distance between present sidewalks: _______feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _______feet

Remarks______________________________

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No X

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

[Show location of outfall on city map.]

SANITARY SEWERS - - - No -

Now in place? Yes___ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: _______feet

Remarks No Sewers at present. But are having a Survey made.

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? ________ feet

Remarks Some to be relocated. The City Water is under a district and will adjust as required.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks Most Streets will be Gravel or Black tops
Property Owners will furnish tile or Curbing

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes ___ No ___

Which company? Lincoln P.U.D Newport will adjust
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? Pioneer Telephone Co Philomath Will adjust

Railroad tracks? Yes ___ No No

Which company? No

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks No railroad.

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes X No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No X

Driveways? Yes X No ___

Remarks Some Grading and Base rock to be part of Project

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Aprox 3000.00 per Year.

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:
Second Street East + 7 Street west.

General remarks: other places available

By Dail R. Tuhl
Mayor

By Jo Ann Long
City Recorder or City Manager

By Geo. W. Beachell Comm.
City Engineer

NOTED
RICHARD UNREIN

3-9-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Yachats is an incorporated city of the State of Oregon and has a population of 413 as given by the latest official census; and

WHEREAS, the following streets of said city, 3RD W. 4th St W.
3rd. St. East – 2nd St East – Beach St. 1st West – Lona St.
Pontiac 1st West – 1st st. East – 3rd St East 4th East
Aqua Vista East – King St – Driftwood ave –
These are our most popular Streets used.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
MAR 16 1967
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Yachats does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ira Beachell as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9 day of March, 1967

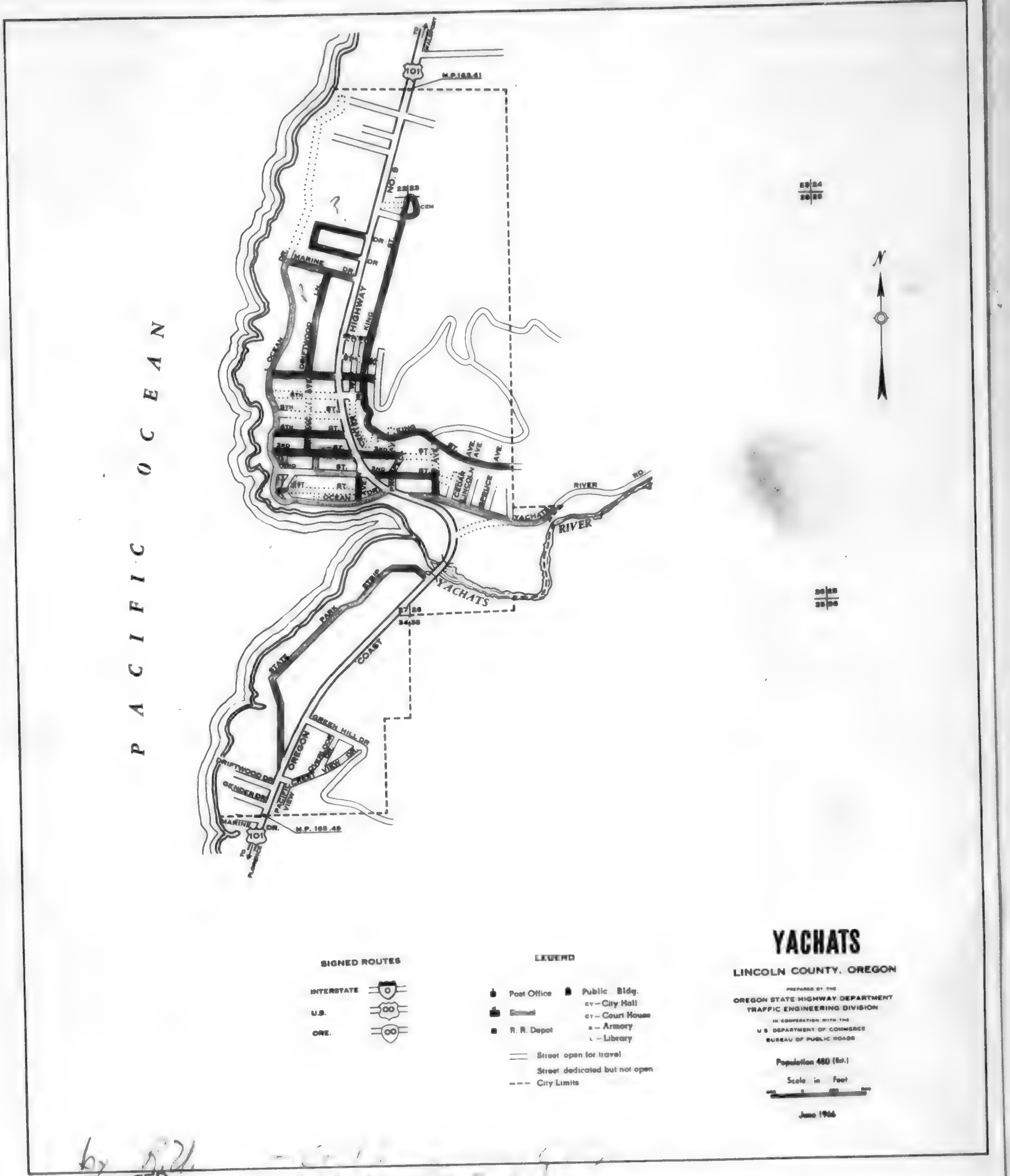
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Yachats at a regular or special meeting of said Council, held on the 9th day of March, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1967

JoAnn Long
City Recorder


PACIFIC OCEAN
101
M.P. 163.41
HIGHWAY NO. 9
22|23
CEM
?
MARINE DR.
DR.
DR.
KING ST.
OCEAN
DRIFTWOOD AVE.
LN.
6TH
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST ST.
OCEAN DR.
CENTER
KING
ST.
AVE.
CEDAR
LINCOLN
SPRUCE
AVE.
RIVER RD.
YACHATS RIVER
STATE PARK STRIP
COAST
27|26
34|35
23|24
26|25
35|36
26|35
N
GREEN HILL DR.
OREGON
VIEW DR.
DRIFTWOOD DR.
GENDER DR.
PACIFIC VIEW
MARINE DR.
M.P. 165.49
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
Scale in Feet

YACHATS

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 480 (Est.)

June 1966

by R.U.

NOTED
RICHARD UNREIN

I-5-6(62) Wash. State Line-Victory Blvd. 1968
307 Sec., of Pacific Hwy., near Col.
#7148 R. Interstate Br. (Surveillance)

STATE COPY

Monthly transaction number 5-9	PR-2A (10-68)	State Oregon
Project report number 10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Multnomah
Modification number 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-…-70	Project number I-5-6(62)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 53,262	$ 53,869.89
Federal funds	$ 49,100.00	$ 49,410.04
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATI
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

F pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-57	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-20-68	COUNTY Multnomah PROJECT NO. I-5-6(62)307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Washington State Line-Victory Blvd. Section of the Pacific Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-15-68	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 53,262	$ 49,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By Glen L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer June 20, 1968

ENCLOSURE 1

PROJECT AGREEMENT NOTICE

NOTICE TO APPLICANTS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted by the applicant prior to any agreement for Federal financial assistance where the applicant will himself perform a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Applicants for Federal assistance shall notify prospective federally assisted construction contractors of the Certification of Nonsegregated Facilities required by the May 9, 1967, order on Elimination of Segregated Facilities by the Secretary of Labor, as follows:

NOTICE TO PROSPECTIVE FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Examination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving federally assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause:

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(62)307 Safety

WASHINGTON STATE LINE-VICTORY BLVD. SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, June 13, 1968

Type Code Y002
Traffic Surveillance Installation (Sta. 62+50 to Sta. 131+00)(Cont. No. 7148)

Temporary Protection and Direction of Traffic	All Required	$ 2,100.00
Traffic Surveillance Installation	All Required	45,820.00
		$47,920.00
Flagging (60% of Contractor's Cost)	All Required	500.00
	Subtotal	$48,420.00
	10% Engr. & Cont.	4,842.00
	Total	$53,262.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$49,100.00
State Funds -	4,162.00
Total	$53,262.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 27 1969
FOR FILING

I-5-6(62)307

1144

October 24, 1969

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7148 awarded to W. R. Grasle Company for traffic surveillance installation on Washington State Line-Victory Boulevard Section of the Pacific Highway in Multnomah County was completed on March 7, 1969, and accepted by the Highway Commission on October 23, 1969.

Final payment in the amount of $2,396 will be released to the contractor after October 31, 1969. The total contract amount is $48,992.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
OCT 24 1969

I-5-6(62)307
7148

October 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed March 7, 1969, on Contract No. 7148. The contract was with W. R. Grasle Company and was for a traffic surveillance installation on the Washington State Line-Victory Boulevard Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

RECEIVED
AUG 11 1969
FOR FILE

I-5-6(62)307

7148

August 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Traffic Surveillance System
Oregon Project I-5-6(62)307
Washington State Line-
Victory Boulevard Section
Preliminary Report

Dear Sir:

Attached hereto are copies of a preliminary evaluation report on the above-mentioned project. This report was requested verbally during a visit by Mr. Wayne Heel, formerly of the Office of Traffic Operations.

The system was accepted and placed in operation by this Department on April 2, 1969. The short operational period precludes a complete analysis of the system and no conclusions are made. The preliminary report serves to document the methods used to select sampling points, sign location, equipment used and any deviations from the original plans.

It is anticipated that a full report of the system's capabilities will be possible when the equipment has been in service for a minimum of one year.

We trust that this preliminary report is sufficient at this time. If further information is desired, please do not hesitate to call.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

WRZ:LEG:ji ja
Attachments

I-5-6(62)307
1141

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Wash. State Line - Victory Blvd.	WEEK ENDING: March 14,1969
		SECTION PREFIX: 626-1096
	HIGHWAY: Pacific	COUNTY: Multnomah
NAME OF JOB: Wash. State Line - Victory Blvd.	KIND OF WORK: Traffic Surveillance Installation	
CONTRACTOR: W. R. Grasle Company	CONTRACT NUMBER: 7148	FEDERAL AID PROJECT NUMBER: I-5-6(62)307
DATE OF CONTRACT: June 10,1968	DATE WORK STARTED: August 13,1968	~~XXXXXXX~~ COMPLETION DATE: March 7,1969
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 200
PROJECT AUTHORIZATION $55,440.90	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING $50,598.90	ENGINEERING AUTHORIZATION $4,842.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $48,992.08	ENGINEERING COST TO DATE $4,700.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 3.2 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: March 7,1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	DOES NOT APPLY		
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	-			

Routing
Morgan M
Decker
Bond
Walker W
Boehme
Johnson
Litchfield

RECEIVED
MAR 1 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	-

REMARKS

Holding semi final estimate on this project until traffic dept. sends letter of acceptance or what they would like done on the automatic equipment. Other things to be done on the project are to refill cable trenches where settlement has developed, remove identification signs, etc., which will all be in a letter to the contractor as soon as I hear from the Traffic Dept. Semi final can be sent in as soon as this clean up is done. Grasle contacted by telephone and assured me work will be done by Monday.

cc: Constr. Eng'r (2) ✓
BPR
Div. Eng'r
Bridge
Traffic
Files

SIGNED James Don
James Don, Res. Eng'r

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

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APR 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-5-6(62)307

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171
7-14

NOTED

March 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Saelm, Oregon 97301

Re: Contract No. 7148
Prefix 626-1096
FAP I-5-6 (62) 307

Dear Sir:

All work under Contract No. 7148, Washington State Line-Victory Blvd. Section of the Pacific Highway in Multnomah County, was completed on March 7, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date March 14, 1969

Conditions noted on above date:

NONE

G W Brooks
for R. E. Simpson
Division Engineer

VG:ss

cc: Forrest Cooper
F. D. Morgan

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MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(62)307
7148

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wash. State Line - Victory Blvd.
WEEK ENDING: March 7,1969
SECTION PREFIX: 626-1096 -
HIGHWAY: Pacific
COUNTY: Multnomah
NAME OF JOB: Wash. State Line - Victory Blvd.
KIND OF WORK: Traffic Surveillance Installation
CONTRACTOR: W. R. Grasle Company
CONTRACT NUMBER: 7148
FEDERAL AID PROJECT NUMBER: I-5-6(62)307
DATE OF CONTRACT: June 10,1968
DATE WORK STARTED: August 13,1968
COMPLETION DATE: March 7,1969
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 1 SUPERVISION 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 200
WORK DAYS USED
CALENDAR DAYS USED 200
SPECIFIED COMPLETION DATE -
PERCENT OF TIME ELAPSED 100%
PROJECT AUTHORIZATION $ 55,440.90
EXCLUSIVE OF ENGINEERING $ 50,598.90
ENGINEERING AUTHORIZATION $ 4,842.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 49,492.00
ENGINEERING COST TO DATE $ 4,610.38
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT UNDERRUN 2.2 %
PERCENT OF AUTHORIZATION 95 %
DATE PROJECT WAS COMPLETED: March 7,1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	DOES NOT APPLY		
MONDAY	Showers			
TUESDAY	Cloudy			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Fair			
SATURDAY	-			

RECEIVED
MAR 11 1969
CONSTRUCTION DIVISION

Routing
Morgan
Decker
Bond
Walker W
Boehme
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

I-5-6(62)307
7148

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wash. State Line - Victory Blvd.

WEEK ENDING: March 7,1969

SECTION PREFIX: 626-1096 -

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Wash. State Line - Victory Blvd.

KIND OF WORK: Traffic Surveillance Installation

CONTRACTOR: W. R. Grasle Company

CONTRACT NUMBER: 7148

FEDERAL AID PROJECT NUMBER: I-5-6(62)307

DATE OF CONTRACT: June 10,1968

DATE WORK STARTED: August 13,1968

[redacted] COMPLETION DATE: [redacted] March 7,1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200 [redacted]

WORK DAYS USED:

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 55,440.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 50,598.90

ENGINEERING AUTHORIZATION: $ 4,842.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,492.00

ENGINEERING COST TO DATE: $ 4,610.38

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT [redacted] UNDERRUN: 2.2 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: March 7,1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	DOES	NOT	APPLY
MONDAY	Showers			
TUESDAY	Cloudy			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Fair			
SATURDAY	-			

Routing
Morgan
Decker
Bond
Walker W
Boehme
Johnson
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 11 1969
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY Mar. 3	No work.
TUESDAY Mar. 4	No work.
WEDNESDAY Mar. 5	No work.
THURSDAY Mar. 6	Contractor attempting to trace ou the error in the sign near Delta Park.
FRIDAY Mar. 7	Contractor attempting to trace out the error in the sign near Delta Park.
SATURDAY	-

REMARKS

This work was completed Friday, March 7,1969. Two men from Econolite Co., Mr. Rear, Mr. A. E. Johnson, Mr. Ed Hardt, Mr. McClure and Mr. Zerbies all from Highway Dept. and Mr. W. N. Bryant of the BPR were on the project Thursday, March 6,1969.
Project did have some minor things to do to make the project look a little better.
Semi final estimate will be submitted to Metropolitan Office sometime this week.

cc: Constr. Eng'r (2) ✓
BPR
Div. Eng'r
Bridge
Traffic
Files

SIGNED James Don
James Don, Res. Eng'r

LOCATION Portland

PRIME [illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

C

RECEIVED
AUG 5 - 1968

FOR FILING

I-5-6(62) 307

714 F

August 5, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

1776

Your File: 08-35.3

Dear Sir:

Your letter of July 23 requested the Highway Department to perform an evaluation study of the automated signing system being installed on the Interstate Bridge.

We wish to advise you that the Highway Department is agreeable to preparing such a report and will do so at an appropriate time in the future. The report will be prepared at such time as the information might be available as outlined in the items contained in your letter. This evaluation study was discussed with Mr. Arenz of your office and Dick Schwab of your Washington, D. C. office.

A part of the discussion was centered around the possibility of isolating the sign legends into sections such that "Prepare to Stop" could be shown or "Draw Bridge Open", either singly or in combination. It was thought that if this arrangement could be achieved, possibly the evaluation study could include information using different legends.

We have investigated the circuitry and equipment as specified under the current contract. While it would be technically possible to provide such an arrangement, it would also be extremely expensive. Additional equipment would be required as well as additional control circuits. It is our opinion that the cost involved in this revision would not be justifiable for the information that could be derived.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards ja.
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 23, 1968

In reply refer to: 08-35.3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(62)307
Washington State Line - Victory Boulevard Section

The subject project was approved as a spot improvement project on March 25, 1968. Inasmuch as this is a new approach in the handling of freeway congestion problems our Washington office has requested an evaluation study of the operational aspects of this system. The knowledge gained from such a study would not only be of benefit to this State but also to other States where this type of installation might be considered.

As a minimum the study should include answers to the following questions:

1. What type of analysis was used to determine the proper spacing of the signs and the distance between the sensors and the signs?

2. Did the spacing chosen prove to operate in a satisfactory manner?

3. Should the signs operate independently of each other or should they be linked together?

4. What critical speed proved to be most effective?

5. For each critical speed, what size vehicle group was used to actuate the system? Was there a problem of false detection due to 1 or 2 slow moving vehicles in the normal traffic stream?

6. Did the system result in an appreciable reduction in the accident rate?

7. As a result of operational experience what changes if any would the State recommend?

(more)

Buck Edwards

copy-Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

There may be other items which you may also wish to evaluate in such a study. The Office of Research and Development has indicated that it would consider a proposal to utilize HPR funds for this study if you should so desire.

RECEIVED
JUL 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
JUN 12 1968

FOR FILING

I-5-6(62)307

7148

June 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 7, 1968, is requested in the award of contract for the Washington State Line-Victory Blvd. Section, Project No. I-5-6(62)307.

The contractor receiving the award is W. R. Grasle Co., in the amount of $47,920.00, with Contract No. 7148 assigned. This bid was received on June 6, 1968, and awarded June 10, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted in completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement

Date: ______________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVE
JUN 12 1968

I-5-6(2-2)307
7148

June 11, 1968

W. H. Gresle Company
437 N. W. 16th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10 awarded to you State Highway Contract No. 7148 for traffic surveillance on the Washington State Line-Victory Boulevard Section of the Pacific Highway in Multnomah County.

This award was based on your bid of $47,920 which was the low bid submitted to the Commission on June 6 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

bc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. 1-5-6(62)307

STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
OREGON DIVISION BUREAU OF PUBLIC ROADS
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-528

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (*Check*): ☐ 1 ☒ 2

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: MAY 15, 1968

DATE AUTHORIZATION EFFECTIVE: MAY 15, 1968

FEDERAL ROUTE NUMBER: 1-5

STATE ROUTE NUMBER: #1 - PACIFIC HIGHWAY

LIMITS OF AUTHORITY

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECT WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S MAY 3, 1968 AND MAY 7, 1968 REPORTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500.00 AS SHOWN IN ESTIMATE.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OREGON PROJECT 1-5-6(62)307 - WASHINGTON STATE LINE - VICTORY BLVD. SECTION
ADVANCE WARNING SYSTEMS - INTERSTATE BRIDGE

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

MR. YOUNG'S MAY 14, 1968 CERTIFYING STATEMENTS ARE ACCEPTED. WE ACCEPT ARTICLE 7-10 OF THE SPECIAL PROVISIONS CONCERNING WATER POLUTION CONTROL MEASURES AS SUBMITTED BY MR. KLABOE'S MAY 1, 1968 LETTER AS BEING ADEQUATE PENDING APPROVAL BY OUR WASHINGTON OFFICE.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE: MAY 21, 1968

SIGNATURE OF APPROVING OFFICIAL:
Original [illegible]
R. E. [illegible]
Division Engineer

TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

[illegible]
MAY 16 1968
FOR FILM

I-5-6(62)307

7148

May 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the following projects have been submitted to your department and accordingly we are requesting your authorization to advertise them for bids to be received June 6, 1968.

I-5-6(62)307	Washington State Line-Victory Blvd. Section
I-80N-5(31)168	Boardman Interchange Section
F-111(10)	Glen Aiken Cr.-Grey Cr. Section

Compliance with paragraphs 6c and 16 of PPM 21-4.3 has been met concerning Equal Employment Opportunity and Product Selection, the plans conform to IM 20-1-67 with the flood plain data and the specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of 2-23-68 in regard to nonsegregated facilities.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects. The local public officials were not contacted for the Glen Aiken Creek-Grey Creek Section, as this was done for the current grading and paving project of the same name.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on the projects.

We are forwarding utility and right-of-way status reports for the projects.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 25, 1968

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : [illegible] Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's March 4, 1968 letter requested the inclusion of two items in the subject program. These Stage 2 construction phase projects are approved effective today:

Item	Project	Location	Work
527	I-5-5(40)284	Wilsonville Interchange-Hubbard Intchg. Sect.	Grade, drain, H.T. pave, illum., widen 2 structures
528	I-5-6(62)307	Wash. State Line	Remote controlled traffic signs

You are authorized to proceed with utility preparatory work on Item 527, I-5-5(40)284, Wilsonville Interchange-Hubbard Interchange Section.

To assure uniformity, we note with satisfaction the coordination between your office and the Washington State Highway Department with regard to the proposed installation of remote controlled warning signs for the Interstate Draw Bridge. Full traffic-actuated warning signs with radar detectors, as described in the enclosure to your July 3, 1967 letter, are warranted under Section 3G-16, Section 1C-1 and Section 1C-38 of the Manual on Uniform Traffic Control Devices where special design features require the motor vehicle driver to be specially alerted to unusual roadway conditions. Your proposed warning system will be reviewed, when P.S. & E. is submitted, for conformance with the general provisions for Interstate signing set forth in the Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways.

This action provides for two projects on the Federal-aid Interstate System at a total estimated cost of $4,045,000 of which $3,721,000 is reserved as Federal-aid Interstate funds.

REFERRED TO 3-27-68
Young
State Hwy. Engr.

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Bond
Barbee
Walker
Glenn
Swan
Morlock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible]
CONSTRUCTION
DIVISION

March 15, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 12, 1968 which enclosed the plans for the following projects.

Wilsonville Interchange-Hubbard Interchange Section, Pacific Highway, Clackamas County

Bully Creek Reservoir-Vale-West Highway Section, FAS 23-106, Malheur County

Washington State Line-Victory Boulevard Section, Pacific Highway, Multnomah County

None of the above projects will have any adverse effect on wildlife resources, and they are approved. We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/ln

cc: Director, OFC

3/18/68 Copies to:

F. B. Klaboe
Frank Hall (3)
J. E. Morelock
A. F. Parson (2)
L. H. Young
T. C. Roake
R. D. Asburry (2)
L. W. Rulien (2)

I-5-6(62)307

7148

[illegible]

I-5-6(62)307

Wash St Line -
Victory Blvd.

[illegible]

[illegible]

[illegible]

[illegible]

RNC:slh

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PRG

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 0.46 mi. S. Wash. State Line S. 1.47 mi. 21 65	**ADT**	PRESENT 49,600	FUTURE 76,800 (66) (70)	YEAR 88 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Remote Controlled Warning Signs 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Mu	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL-AID I-5

ESTIMATED PROJECT COS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 0.46 mi. S. Wash. State Line S. 1.47 mi. (Washington State Line-Victory Blvd. Section)			
5					**ROW**					
5					**CONST** (CODE) Safety Y002			1.47	45,000	41,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.47	45,000 (16) (23)	41,000 (24) (3
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.47 mi. 65	ADT	49,600	76,800 (66) (70)	88 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	528 (14) (18)

UFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I- 14 23	5-6(62) 7	13	307 (24) (26)	27

COUNTY NAME Multnomah

CODE 051 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I

FEDERAL-AID I-5 (32)

STATE (36)

U.S. (37) I-5 (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
(54) (58)	(59) (66)	(67) (76)			Installation of 3 remote controlled "Prepare to Stop" (N.B. traffic) illuminated signs.
1.47	45,000	41,000	4,000		ROW-200' min.; Access Control-Full; Parking Restrictions-Complete
1.47	45,000	41,000	4,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 402 and 351, Projects I-5-6(59)309 and I-5-6(52)307. This is a "Safety Improvement"

USCOMM DUSCOMM-DC 48905-P61

WASHINGTON STATE LINE-VICTORY BLVD. SECTION

Project I-5-6(62)307

Additional Project Data:

The project consists of installing 3 illuminated (neon) northbound traffic warning "Prepare to Stop" signs, the legends of which are remotely controlled by radar vehicle sensing units monitoring the highway section beyond each sign. Existing sign structures are to be revised to accommodate the signs. The radar units and signs are to be located approximately as follows from south to north.

First Sign - M.P. X5.04 Off ramp Victory Blvd. (Delta Park Interchange)

First Sensory Unit - M.P. X5.45 (Delta Park Interchange)

Second Sign - M.P. X5.69 Off ramp Marine Drive

Second Sensory Unit - M.P. X6.07 North Portland Harbor Bridge

Third Sign - M.P. X6.33 Off ramp Jantzen Beach

Third Sensory Unit - M.P. 6.51 Columbia River Bridge approach

RECEIVED
OCT 3 - 1967
FOR FILING

I-5-1(12)307

7148

September 27, 1967

5928

Mr. William A. Bulley
District Engineer
Washington State Department
of Highways
P. O. Box 1717
Vancouver, Washington

Dear Mr. Bulley:

Some time ago, Mr. Kingman of your office requested a conference with representatives of our Traffic Engineering Division concerning the possibility of initiating a sophisticated type of advance warning system for the draw spans on the Interstate Bridges on Interstate 5. We believe that an installation of this type has merit.

Because of increased emphasis on traffic safety projects, we have made inquiry with our local Bureau of Public Roads Division Office concerning the possibility of installing a warning system using Federal-Aid Interstate Funds. The Bureau has indicated that it would be entirely appropriate to use Federal-Aid Funds for this type of safety project. For various reasons, we prefer to finance the portion of the project lying within the boundary of Oregon by this manner.

It is understood that a recent conference between your office and representatives of our Traffic Division has resulted in general agreement on the type of system and the method of operation. It is also understood that available equipment and the design details are such that the project within the two states can be divided into two separate units of work. While the functioning of the system would be identical for each portion within the two states, the equipment and its operation can be isolated based on the state boundary.

Because of these possibilities, it is our suggestion that each state proceed with the installation as separate projects. This would permit each state to choose its own method of financing the work and would also allow separate contracts to be initiated. It is realized that close liaison would be necessary between our Traffic Division and your District Traffic Engineer, as well as with Mr. Lazara in Olympia.

If such an arrangement is agreeable to you and to your Commission, we would request that the project proceed on this basis. Will you please advise this office of your State's intention in this matter, in order that we might proceed with the necessary planning and design work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
A. E. Johnson
L. W. Rulien

LEG:mk:ji ja

UNITED STATES GOVERNMENT

Memorandum

Edwards
cc Klaboe 8-10-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 8, 1967

In reply refer to: 08-35.3/710.17

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Spot Improvement Program

Wood line Portland

Reference is made to your July 3, 1967 letter proposing the installation of an advance warning system to alert traffic approaching the Interstate Bridge on I-5 to a slowing traffic situation.

The prevalence of rear-end type collisions on both the Oregon and Washington portions of the Interstate Bridge indicates that some type of corrective treatment or warning system is needed in this area. The hazard occasioned by traffic stoppages occurring as a result of lifting of the draw span of this bridge has undoubtedly increased considerably subsequent to removal of the toll plaza. Your Department is to be congratulated upon the initiation of a corrective program before fatalities occur at this location.

It would appear entirely appropriate to utilize this State's Federal-aid highway funds in the installation of the Oregon portion of the proposed highway safety project.

Copy - Crandall
Young
8-10-67
Gen Files - 8-14-67

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Bob
Ltr to Wash
re joint agreement

NOTED
L.F. Cl

RECEIVED
AUG 9 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

VED
AUG 14 1967
ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 3 1967

FOR FILING

I 5-1(22)307
7148

July 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The States of Oregon and Washington are concerned about the traffic accident pattern which occurs when the draw span over the Columbia River on I-5 is opened. We attach the accident patterns provided by Oregon and Washington traffic sections, together with a recommended installation of a radar sensing device which would provide advance warning to traffic when the draw span is open.

We believe this project is one which should be properly financed with Interstate Funds, rather than as a part of the toll costs as proposed by the State of Washington. Further, the tolls were removed prior to the submission by the traffic divisions of the two States. The uncommitted funds which were set forth in the State of Washington's proposal are not available.

Again, we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

TE:ja

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 27, 1967

SUBJECT: Proposed Signal Warning System
Interstate Bridge

To: Tom Edwards
Asst. Highway Engineer
BUILDING

There is attached correspondence and material relating toaa proposed signal warning system on the Interstate Bridge. We have been working on this proposal since December 1966. I have had some correspondence with you in the past requesting permission to study the matter jointly with the District Highway Office in Vancouver. This has been done.

If you will recall, the State of Washington initiated the proposal which consists of installing detection equipment for both directions of travel in advance of the draw span. The equipment would consist of speed sensing and analyzing mechanism designed such that advance stop warnings would be displayed. The Interstate Bridge is the only draw span on Interstate 5 for several hundred miles in either direction and as such, constitutes a surprise hazard for drivers unfamiliar with this fact. It also constitutes a surprise hazard for local drivers.

The proposed system would show advance warnings of this stop indication when approach speed on the structure fell below a preset point. A series of advance warning displays, as shown on the attached print, would be installed in advance of the draw span. We have shown only those on the Oregon side, however, a symetrical arrangement would also be installed on the Washington side.

The District Office at Vancouver is proposing to finance this project from uncommitted toll funds, of which about $175,000 remain. The estimated cost of the project is $75,000. Bill Kingman feels that this system should operate not only during periods when the lift span is open, but should go into operation for traffic stoppage for any reason, such as dense fog or accidents. I tend to agree with this concept since a stop traffic condition or a drastically reduced speed for any reason still produces a traffic hazard.

I attach a sketch plan, a prospectus explaining this system and various correspondence and Collision Diagrams for both the Oregon and Washington side of the structure.

If you approve of this project, we will start the preparation of plans and specifications and will coordinate our work with the District Office in Vancouver. I would recommend that we furnish completed plans and specifications for our portion to the Washington Department of Highways in order that the project can be let as one contract. It would also simplify financial arrangements since the Washington Toll Authority has control over the uncommitted funds.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:njc
Attachments

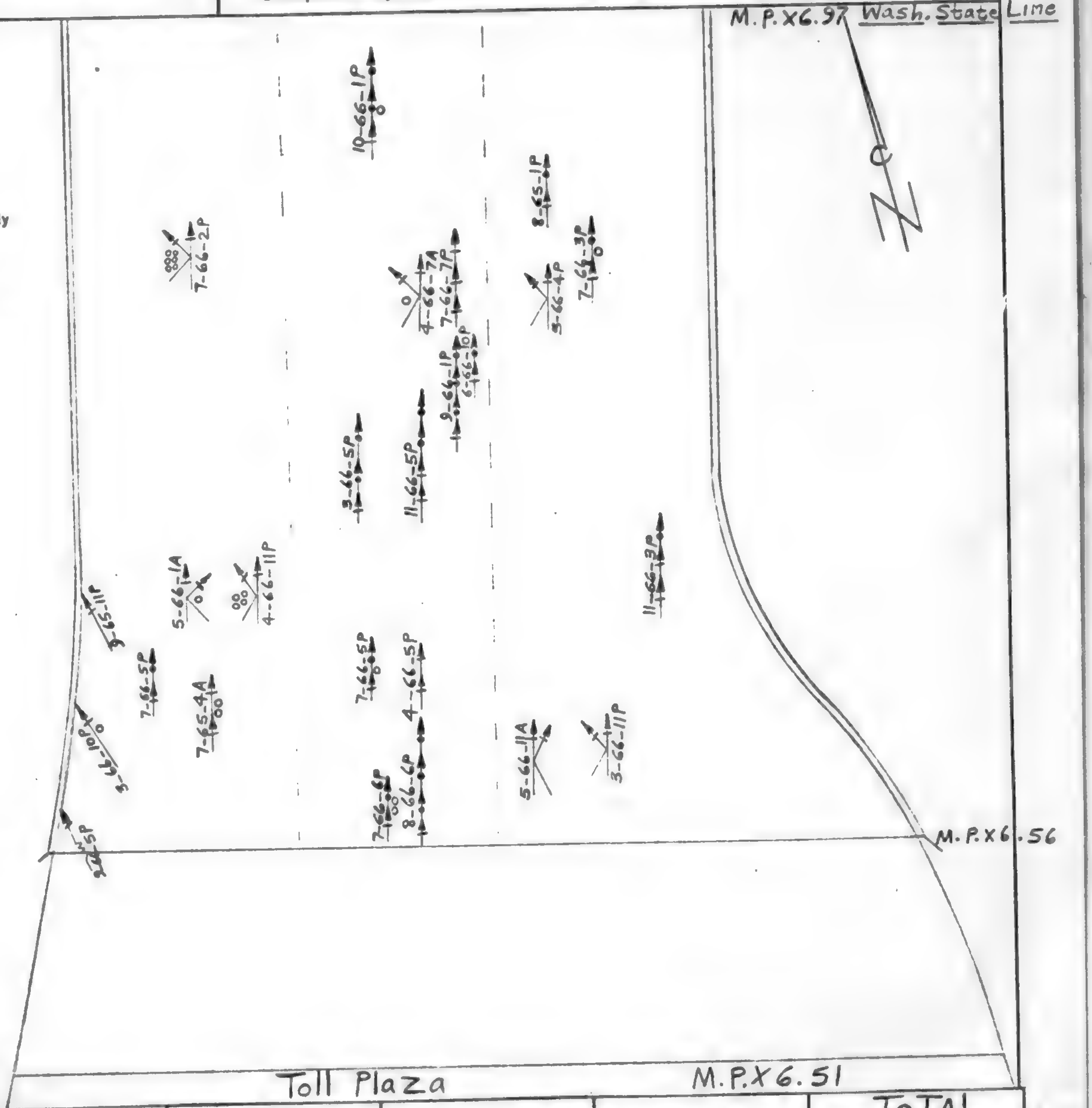
Te

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of N. of Portland County Multnomah
Intersection of Interstate Br. and Nbd.
Highway Number 1 (I-5) M.P. X 6.56 To M.P. X 6.97
Period Covered 6-1-65 To 12-31-66
Compiled by C.S Drawn by ______ Date 6-26-67

LEGEND

- ● Person Killed
- Pedestrian Killed
- ○ Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



M.P. X 6.97 Wash. State Line
N
10-66-1P
8-65-1P
7-66-2P
4-66-7A
7-66-7P
5-66-4P
7-66-3P
9-66-1P
6-66-10P
3-66-5P
11-66-5P
11-66-3P
5-66-1A
4-66-11P
3-65-11P
7-66-5P
7-65-4A
3-66-10P
7-66-5P
4-66-5P
8-66-6P
7-66-6P
5-66-11A
3-66-11P
2-66-5P
M.P. X 6.56
Toll Plaza
M.P. X 6.51

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	6-1-65 To 12-31-65				1966												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		1	1	2		4	9	13										5	10	15
Sideswipe						4	3	7										4	3	7
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object			1	1		1	1	2										1	2	3
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	2	3		9	13	22										10	15	25

PROSPECTUS OF STOPPED TRAFFIC WARNING SYSTEM

I. Statement of Problem

Associated with the operation of the Interstate Bridge on I-5 at the Oregon and Washington border there is a severe accident history of rear-end collisions. While the accident history is directly related to vehicles impacting the queue caused by the operation of the draw bridge.

Other factors such as accidents at "on"-ramps also result in secondary collisions of a similar nature.

II. Corrective Action

Design a traffic alerting system that will sense critical traffic conditions as they form, and warn traffic well in advance of the hazard that stoppage ahead will occur.

III. Specific Proposal

As the above proposed action indicates this proposal involves:

1. Installation of speed sensing and analyzing equipment.
2. A traffic warning display.
3. An interconnecting system.

For the purpose of this Prospectus, only those installations that would be installed in the State of Washington are being discussed. Similar equipment installed by the same contract or by a separate contract under separate administration would be installed in the State of Oregon.

IV. Speed Sensing and Analyzing Stations

Vehicle detectors will be installed at three locations. They will consist of an Automatic model RSR-1 Radar Speed Sensing Unit (or equal), and since a vehicle count is not a design function of this system one unit will scan two lanes. Radar detection in speed has been selected in order that interruptions to the moving traffic both during installation and service be minimal. The speed sensing station will be a Model MC 107 Speed and Impulse Translator, a Model MC 118 DC Power Supply and Model MC 110 Critical Speed Supervisor.

These units will process the speed information from the radar sensing units and will determine when a series of vehicles (perhaps three vehicles) have gone through the speed sensing zone, below critical speed. When this has occurred the traffic alerting operation will perform.

Serving this speed sensing and analyzing station will be a 120 volt, 60 cycle AC power supply and a telephone drop of control grade.

V. Traffic Warning Display

The traffic warning display will be installed approximately 1/2 mile in advance of its respective speed sensing zone. Care will be exercised in selecting the exact location in order to maximize sight distance to the sign. The sign will be illuminated and therefore not reflectorized. The legend of the sign will be "Prepare to Stop Ahead When Flashing." Attached on each end of the 5'x24' sign will be two yellow traffic displays which will flash alternately when engergized. Serving each traffic warning display will be a 120 volt, 60 cycle, AC power supply and a control grade telephone drop.

VI Interconnecting System

Several different interconnecting systemshave been considered. These have included direct cable installation, an installation of a Multi-plex system and leased telephone services in the form of three control grade circuits. In order that the original installation cost be kept realistic and further to install equipment that could be compatible with a wider roadway, the telephone interconnection system seemed most appropriate. This equipment can be installed at a nominal cost and with low rental charges on the Washington side. The Oregon side is using a similar interconnection system should be some what more expensive due to the telephone lines and other plant facilities being outside a corporate limit.

VII. Preliminary Estimate of Cost

For funding purposes this project can be envisioned as six speed sensing zones. Three of these zones would be in Oregon and three in Washington. All would be similar in nature and hence similar in cost. On a preliminary estimate basis, the costs are tabulated hereafter:

Model RSR-1 Speed Sensing Unit		$ 1,000.00
Critical Speed Analyzer, etc.		4,440.00
Cabinet		500.00
Electrical Service Drop, less photocell		100.00
* Telephone Drop		50.00
Wiring		1,700.00
	Total	7,750.00

The above costs represent those involved at the sensing station. The display station costs are as follows:

Electrical Service with photocell		150.00
Telephone Drop		50.00
Signs		600.00
Electrical on sign		400.00
		1,500.00
Wiring		1,500.00
	Total	4,200.00

Grand total per alerting station 11,950.00 or 12,000.00

Since six similar stations are involved, the total project cost would be in the neighborhood of $72,000.00 to $75,000.00.

* Telephone costs for the installation of control grade circuits in the State of Oregon would probably be $150.00 per drop and an estimated monthly service charge of $15.00 per drop. The monthly service charge in the State of Washington is estimated at $5.00 per drop.

VIII. Funding

It is suggested that the funds for this project be taken from the reserve funds established under law by the operation of the Interstate Bridge. It is unknown as of this writing what the total remaining funds will be following the expiration of the one year reserve fund period. It is however, anticipated that the remaining funds will be in excess of this project cost.

If the Oregon State Highway Department desires to participate in this project, they are respectfully invited to request assignment of their share of the reserve funds from the Washington State Toll Bridge Authority and the Washington State Highway Commission. A similar action by District 4 of the Washington State Highway Department would be necessary. Through such joint action, this Prospectus may be implemented.

Val G

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

April 17, 1967

TO: Mr. Still/Mr. Lazara

FROM: Mr. W. A. Bulley/Mr. W. O. Kingman:kb

SUBJECT: C.S. 0602 PSH 1 (SR 5)
Surveillance System -
Vancouver Freeway

Reference is made to our request of several months ago for a design of a Surveillance System from both ends of the approach of the Interstate Bridge to be financed from toll funds that remain from the operation of the Bridge as a toll facility.

On April 14, Mr. Bud George, Assistant Traffic Engineer for the State of Oregon, contacted me and expressed his desire to have a meeting between their department and our department regarding the equipment, cost and plans to construct this system. You will recall that I contacted you by phone and we set up this meeting for May 9, 1967 in my office in Vancouver at 10:00 a.m., whereby the states of Oregon and Washington's Traffic Departments could get together and iron out the details for the preparation of this plan.

At this time, it would be well if you could have some idea of what is going to be needed for this system. It is possible that we should have the manufacturer of the equipment available at this meeting so that a discussion could be held on the needs and how the equipment will function.

I am sending a copy of this letter to Mr. Nichols, in case he is interested in attending this meeting.

cc: Mr. Bud George
Mr. C. C. Nichols

NOTED
L.E. GEORGE

RECEIVED
APR 1[illegible] [illegible]
TRAFFIC ENGINEERING

NOTED

30-8334 Ukiah Rock Production Project 1968
S.W. of Pendleton, on Pendleton-
#7149 John Day & Ukiah-Hilgard Hwys.

RECEIVED
DEC 5 - 1968
FOR FILING

30-8334
7149

December 3, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 17, 1968, on Contract No. 7149. The contract was with Mel Barlow and was for rock production on the Ukiah Rock Production Project Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. E. Maison
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
DEC 5 - 1968
FOR FILING

30-8334
7149

December 5, 1968

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7149 awarded to Mel Barlow for rock production on the Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County was completed on October 17, 1968, and accepted by the Highway Commission on December 5, 1968.

Final payment in the amount of $1,232.90 will be released to the contractor after December 12, 1968. The total contract amount is $25,466.49 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mel Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

A. F. Parson
Frank Morgan
C. H. Maison
Attn: John Herr

30-8334
7149 C

NO. 6 FINAL REPORT C

FORM E-1 (REV. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ukiah Rock Production Project
WEEK ENDING: Oct. 26, 1968
SECTION PREFIX: 30-8334
HIGHWAY: Pendleton John Day & Ukiah - Hilgard
COUNTY: Umatilla
NAME OF JOB: Ukiah Rock Production Project
KIND OF WORK: Rock Production
CONTRACTOR: Mel Barlow
CONTRACT NUMBER: 7149
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1968
DATE WORK STARTED: Sept. 20, 1968
ESTIMATED COMPLETION DATE: COMPLETED Oct. 17, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 28,224.25
SPECIFIED COMPLETION DATE: Oct. 15, 1968
PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $ 25,759.25
ENGINEERING AUTHORIZATION: $ 2,465.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,466.49
ENGINEERING COST TO DATE: $ 2,565.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: UNDERRUN 1 %
PERCENT OF AUTHORIZATION: 104 %
DATE PROJECT WAS COMPLETED: Oct. 17, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					103.6		

* ¼" - # 10 Sanding Mtl.	GRADING	SURFACING	* MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			5,180 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			5,180 cy		
AVERAGE DAILY QUANTITIES			- -		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			- -		
NUMBER OF SHIFTS PER DAY			- -		
HOURS PER SHIFT			- -		

EQUIPMENT USED DURING THE WEEK: - - - - -
NONE - -

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Rain			
MONDAY	21	Cloudy - mild			
TUESDAY	22	" "			
WEDNESDAY	23	Fair - moderate			
THURSDAY	24	" "			
FRIDAY	25	" "			
SATURDAY	19	" overcast			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate was submitted to the Division Engineer October 24th.

Removal of the crushing equipment is continuing, with final site clean-up to follow.

SIGNED J C Hiett LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 12 1968

3C-8334

7149

June 11, 1968

Mr. Mel Barlow
1711 Rocky Dale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

The State Highway Commission on June 10 awarded to you State Highway Contract No. 7149 for the Ukiah Rock Production Project on the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

This award was based on your bid of $24,650 which was the low bid submitted to the Commission on June 6 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

bc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

I-205-7(11)W. Linn-Tualatin R. Section, 1969
294 E. Portland Frwy. (Grad., pav.,
#7150 signs, struc. & illum.) Folder #2

CrA 2948
3919

7150

P

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

September 17, 1976

CERTIFIED MAIL

Highway Division
Highway Building
Salem, Oregon 97310

Re: Your File 32697
Nyberg Road Interchange I-5

Gnetlemen:

I enclose a takeoff copy of letter of April 2, 1969 from your office to our clients, Mr. and Mrs. Clayton J. Nyberg, and I draw your attention to paragraph three thereof and to the provision referenced therein with respect to the option on the part of the Nybergs to purchase the residual lands located in the southeast quadrant of the interchange.

Inasmuch as it appears the project is complete or nearing completion you are hereby notified that it is the purpose of our clients to exercise said option to purchase the land surplus to the State's needs at this time, and we ask that you advise us at your earliest convenience of your plans in this connection.

Your cooperation and courtesy in this regard will be appreciated.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO
Schroeder
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

NOTED
R. L. SCHROEDER

FAA/dp
Enclosure
cc: client

9-21-76
Copy To Boyd - FAA

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 2, 1969

File No. 32697
Nyberg Road Interchange
Pacific Highway

Mr. & Mrs. Clayton J. Nyberg
c/o Fred Anderson, Atty.
8865 S. W. Center
Tigard, Oregon 97223

Dear Mr. and Mrs. Nyberg:

In accordance with our notice of March 11, 1969 and your option dated November 12, 1968, we have prepared and enclose a warranty deed form. This form should be signed, dated and your signatures acknowledged before a notary public. Mr. Nyberg may sign his name either of the ways shown in the heading of the deed form. You will note a bearing in the description of Parcel 2 has been corrected. The second paragraph, line 6 of said parcel reads "thence South 15° 15' West, 755 feet."

In accordance with the terms of the option, all signs were to have been removed on or before November 1, 1968, please advise if this has been done.

As set out in the option, within six (6) months after completion of the subject project, the land declared surplus to the State's needs at that time, abutting the right of way and lying Southeasterly of the Northbound leg to Nyberg Road in the Southeasterly quadrant of Nyberg Interchange, will be conveyed to you. The selling price shall be by a formula of 12¢ per square foot.

The State was to have had possession of the subject property as of January 1, 1969. If possession was not taken at that time please advise. The recently revised highway law provides that the real property taxes shall be prorated over the date of possession or transfer of title, whichever is earlier. Upon receipt of your deed, we will ask the assessor for a segregation of the 1968-69 taxes. If the taxes are paid, we will reimburse you for the State's share. If said taxes are not paid, we will also pay your share and deduct the cost from the consideration.

In connection with clearing various interests in the subject property or portions of same, we are enclosing the following document forms:

1. Partial release of mortgage form to be signed before a notary public by the proper officer of the United States National Bank of Oregon, to release the property described as Parcels 1, 4 and 5 in the deed form. You will note the access language following the subordination clause refers to Parcels 2 and 7, which are immaterial to the property in question. It is our policy to quote the access language from the deed, therefore said language affects only the remainder of the premises covered by the lien of the mortgages. We are enclosing a section of our right of way map showing the subject property outlined in red. This should be presented to the bank at the time you request the release of said property.

2. Quitclaim deed form which should be signed before a notary public by John Overson, in order to release any interest he may have in the land described as Parcel 5 in the warranty deed.

3. Quitclaim deed form which should be signed before a notary public by the proper officers of Petroleum Facilities, Inc., a Delaware corporation, in order to release its leasehold interest in the land described as Parcel 5 of the warranty deed. Assignment of Lease recorded April 23, 1962 in Deed Book 461, Page 378.

4. Quitclaim deed form which should be signed before a notary public by the proper officers of Standard Oil Company of California, a Delaware corporation, in order to release its leasehold interest in the land described as Parcel 5 of the warranty deed form. Memorandum of Lease dated December 1, 1961 and recorded April 23, 1962, in Deed Book 461, Page 381.

5. Quitlcaim deed form which should be signed before a notary public by the proper officers of Texaco, Inc., a Delaware corporation, in order to release its leasehold interest in the land described as Parcel 1 in the warranty deed. Memorandum of Lease recorded September 13, 1957, in Deed Book 397, Page 737.

6. Quitclaim deed form which should be signed before a notary public by Harry T. and Althea B. Driver, in order to release their leasehold interest in the property described as Parcels 4 and 5 in the warranty deed. Said interest is disclosed by mortgage recorded in Book 539, Page 197, Mortgage Records of Records of Washington County, Oregon.

When all required documents have been received and acknowledged, we will order title insurance and place your claim in line for payment.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Earl F. Saling

EARL F. SALING
Right of Way Office Manager

RK:jm
encs. (8)

cc: John K. Scott
W.H. Haskin

#7150

7150

March 27, 1973

16

Mr. Wayne L. Paterson
City Recorder-Treasurer
City of West Linn
West Linn, Oregon 97068

Dear Mr. Paterson:

Your billing of October 12, 1972, for the relocation of your 10-inch water main in Portland Avenue has been forwarded to our Finance Branch.

Since there has been a lapse of more than three years from the completion of work to the billing, an audit will be required. It is my understanding that Mr. Jess Jones, our Utilities Auditor, has contacted you about this audit, which is well on its way toward completion

Your suggestion about the final payment appears to be a good one.

Sincerely,

George M. Baldwin
Administrator of Highways

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
V. E. Skoog
L. W. Rulien
Jack M. Cartwright
R. H. Rumbolz

JMC:jly fn

CITY OF WEST LINN
WEST LINN, OREGON 97068

OFFICE OF
CITY RECORDER

Coulter -
R/O

February 23, 1973

George Baldwin
Adm. Division of Highways
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Baldwin:

Re: 10" Water Line Relocation
Project I-205-7 (11) 294

On October 12, 1972, a claim for $6,946.65 was directed to the Oregon State Highway Department, Utility Relocation, Salem, and to date nothing has been heard.

In a letter from me to Dick Rumbolz dated September 27, 1972, I requested $3,000.00 of the above amount be retained to apply against Highway Department invoice No. 108441 to settle the rental income question for Westbridge Park property in our city. I assume this can be handled without problem. The balance of $3,946.65 could be sent to us.

It would be appreciated if you could determine the status of this claim as we are most anxious to finally clear the rental income question and close this file.

Sincerely,

Wayne L. Paterson

Wayne L. Paterson
City Recorder/Treasurer

WLP:rjs

RECEIVED
FEB 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Noted
Gary L. Ross

RECEIVED [illegible]

7150

June 15, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Time Extension
La Grande Section
McAlister Lane Undercrossing
FAP No. I-80N-6(44)263
Contract No. 7366

The subject contract was awarded May 1, 1970 and allotted 335 calendar days to complete the work. This forecast a completion date of April 17, 1971.

Calendar days were not charged during the carpenters' strike, which shut down the work at the site from June 28, through July 11, 1971. When the only remaining work consisted of the shaping of slopes and slope paving, a stop work order was issued on August 15, 1971 and remained in effect for 241 days until work on the La Grande Section, Contract 7337, had progressed to the point where the subject project could be completed. The carpenters' strike and the stop work order adjusted the completion date to December 28, 1971. The work was completed April 14, 1972, with 443 calendar days charged, which is an overrun in contract time of 108 days.

The contractor has requested an extension of contract time because of delays outlined as follows:

1. Same Contractor for Contracts 7337 and 7366.

The contractor requested that the completion date of the subject contract equal the completion date of Contract 7337, since he had been awarded both projects and could accomplish the concrete finishing at one time.

(more)

Also, final items of work on the subject contract were controlled by work on Contract No. 7337.

The stop work order took into account the inability to complete work on the subject contract because of incomplete grading operations on Contract 7337. The scheduling of work between the two contracts does not affect the contract requirements. It is recommended that this reason for time extension be denied.

2. Unusually Inclement Weather

The contractor asserts that extremely severe weather including high winds delayed the project. An extensive study by the resident engineer indicates that the temperature range, precipitation, and wind velocity were not abnormal for this area and therefore cannot be construed as an Act of God. It is recommended that this reason for a time extension be denied.

3. Delays Associated with the Testing of Post-Tensioning Strands

Although not a part of the formal request for an extension of time, the contractor has indicated he is entitled to a 20-day time extension because of delays by the State in the testing of the post-tensioning strands for this project. The only delay to the project was when the contractor was prevented from stripping falsework for the structure for eight days while waiting for test results on the strand. However, had the contractor taken test samples earlier (and he had ample opportunity to do so) such a hold-up would not have occurred. It is recommended that this reason for a time extension be denied.

The structure was opened to traffic on August 12, 1971 and the contractor was charged three calendar days

(more)

from this date until the stop work order was made effective. The contractor was also charged three calendar days after the stop work order was rescinded until final job completion.

The Highway Division's legal counsel has advised us that once the bridge was open to two-way traffic and the public was able to fully utilize the facility, the State was not damaged and liquidated damages should not be assessed from the date of the opening. The Federal Highway Administration approved a similar restoration of liquidated damages by letter dated December 28, 1971, your File 08-35-DA, West Linn-Tualatin River Section, FAP No. I-205-7(11)294, Contract 7150.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a six-day extension of time without assessment of liquidated damages. Liquidated damages would be assessed for 102 days at $150 per day for a total of $15,300.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
W. E. Schwartz

RJW:ag ja

RECEIVED
JUN 20 1972

~~FOR FILING~~

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration cst
Bureau of Public Roads

6-14-72

REGION NO. 7150 10	REPORT NO. 21	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 6/14/72	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-205-7(11)29
COMPLETION DATE 12/31/70	ACCEPTANCE DATE BY CONTRACT AGENCY April 20, 1971	TIME ELAPSED 703 days	CONTRACT TIME 540 days
APPROVED EXTENSIONS 163 days	LOCATION West Linn-Tualatin River Section, East Portland Freeway		

COPY SENT
JUN 16 1972
STATE

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

COPY SENT

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6-19-72

REGIONAL OFFICE

CY Const & Bridge 6-20-72

Acc Jones

WEST LINN-TUALATIN RIVER SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structures, Signing, Illumination and Rest Area

Work completed under this project consisted of roadbed grading, lime-treated subgrade, stone base, cement-treated base, portland cement concrete and asphaltic concrete pavement, 12 highway structures, signs, sign support structures, illumination, a safety rest area, and other related incidental work.

All work was completed in reasonable close conformance with project plans and specifications, including approved changes, on December 31, 1970 at a final cost of $12,198,787.12 or approximately 1½% below the revised authorized amount of $12,388,673,19. All overruns and underruns have been satisfactorily explained by the resident engineer. A total of 46 price agreements, 17 Extra Work Orders, and 20 State Force Orders were approved during the life of the contract.

The contractor was assessed liquidated damages in the amount of $71.20 under PA #46 for noncompliance with the relative compaction specifications. After considerable grinding the portland cement concrete pavement was accepted as being in reasonable close conformance with the smoothness requirements of the specifications.

All of the required supporting documents have been submitted. Acceptance of this project is recommended.

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. L. GREEN Division Engineer	
TITLE W. N. Bryant	DATE	TITLE G. L. Green	DATE 6/16/72

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7150

STATE COPY

MONTHLY TRANSACTION NUMBER 5-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-26-72	COUNTY Clackamas
MODIFICATION NUMBER 3		PROJECT NUMBER I-205-7(11)294

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 4, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,018,987	$ 11,711,142
Federal Funds	$ 11,085,100	$ 10,803,000
Other revisions		

This modification is made for the following reasons:

Reduction in cost as a result of transferring cost for producing crushed material in stockpile to Project I-205-7(12)290 as per audit report 72-835-3.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of April, 1972.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________ (Division Engineer)
R. E. Simpson

By ____________________

____
(Title)

By ____________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid
Project No. I-205-7(11)294

WEST LINN-TUALATIN RIVER SECTION OF THE E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, April 25, 1972

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 734+40 to Sta. LS 1019+65)(Contract No. 7150)

Subtotal on previous estimate of January 20, 1971			$7,230,379.48
Estimate of August 26, 1968			
1" - 0 Crushed Material in Stockpile	176,000 cu.yd.	1.60	281,600.00
Revised Estimate			
1" - 0 Crushed Material in Stockpile Chargeable to Project I-205-7(12)			-
	Decrease		(281,600.00)
	Subtotal		$6,948,779.48
	10% Engr. & Cont.*		693,877.52
	Total		$7,642,657.00

*Reduced in accordance with paragraph 5c of PPM 30-6(Project field office).

Structures	same as estimate of August 26, 1968	$3,959,635.00
Rest Area	same as estimate of August 26, 1968	91,960.00
Utility Work	same as estimate of August 26, 1968	16,890.00

Length of Roadway - - - - - - 4.541 miles
Length of Structure - - - - - 0.262 mile
Total - - - - - 4.803 miles

Cost of roadway per mile - - $1,683,033.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 7,642,657.00	$ 7,051,000.00	$591,657.00
Structures	3,959,635.00	3,653,000.00	306,635.00
Rest Area	91,960.00	84,000.00	7,960.00
Utility Work	16,890.00	15,000.00	1,890.00
Total	$11,711,142.00	$10,803,000.00	$908,142.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1002

STATE COPY

Monthly transaction number 1-42

Project report number 14

Modification number 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-25-71

State Oregon

County Clackamas

Project number I-205-7(11) 294

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 4, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,296,465	$ 12,018,987
Federal funds	$ 10,419,000	$ 11,085,100
Other revisions		

This modification is made for the following reasons:

Addition of ~~preliminary engineering~~ work by CH2M for design of Willamette Reservoir and increase in cost for slide correction.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of January, 1971.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)
for R. E. Simpson

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(11)294

W. LINN-TUALATIN RIVER SECTION OF THE E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, January 20, 1971

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 735+40 to Sta. LS 1019+65)(Contract No. 7150)

Subtotal on previous estimate of October 25, 1968	$6,571,800.79

Additional Approved Items

Change Order #1 (W. Linn Utility Contract)	Lump Sum		$ 3,525.00
Change Order #2 (W. Linn Utility Contract)	Lump Sum		5,715.00
Change Order #3 (W. Linn Utility Contract)	All Required		55,297.50
City of W. Linn (Sunset Ave. Water Main)	All Required		1,122.77
City of W. Linn (Short St. Water Main)	Lump Sum		1,611.48
City of W. Linn (Portland Ave. Water Main)	All Required		5,593.18
City of W. Linn, Willamette Reservoir	All Required		100,107.75
Portland General Electric Co.	All Required		1,516.23
P.A. 21 Excavate & Place Slide Material	348,000 cu.yd.	1.05	365,400.00
EWO 7 Remove Slide Material	All Required		110,000.00
EWO 9 Construct Reservoir Site	All Required		8,689.78
	Increase		$ 658,578.69
	Subtotal		$7,230,379.48
	10% Engr. & Cont.*		720,123.27
	Total		$7,950,502.75

*Reduced in accordance with paragraph 5C of PPM 30-6 (Project field offices).

Structures same as previous estimate of August 26, 1968	$3,959,635.00
Rest Area same as previous estimate of August 26, 1968	91,960.00
Utility work same as previous estimate of August 26, 1968	16,890.00

Retained in Program Status

Pacific N.W. Bell	All Required	$	7,500.00
Sewer Service (Rest Area)	All Required		200.00
	Subtotal	$	7,700.00
	10% Engr. & Cont.		770.00
	Total	$	8,470.00

Length of Roadway - - - - - - 4.541 Miles
Length of Structures- - - - - 0.262 Mile

Total 4.803 Miles

Cost of Roadway Per Mile- - - $1,750,826.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 7,950,502.75	$ 7,333,100.00	$617,402.75
Structures	3,959,635.00	3,653,000.00	306,635.00
Rest Area	91,960.00	84,000.00	7,960.00
Utility Work	16,890.00	15,000.00	1,890.00
Total	$12,018,987.75	$11,085,100.00	$933,887.75
Retained in Program	8,470.00	7,800.00	670.00
Total	$12,027,457.75	$11,092,900.00	$934,557.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1002

G-1

City of West Linn, Utility Contract

Change Order No. 1

Item 1A Remove and Re-lay Class 1500 AC Pipe	Lump Sum	$ 730.00
Item 1B Furnish and Install Class 3300 AC Pipe	Lump Sum	2,040.00
Item 1C Placing Sawdust	Lump Sum	265.00
Item 2 Additional Shipping Cost	Lump Sum	365.00
Item 3 4-inch Standard Strength Pipe	Lump Sum	125.00
	Total	$ 3,525.00

Change Order No. 2

Item 1 Furnish and Install 2-inch Water Pipe	Lump Sum	$ 3,378.00
Item 2 Extend Five Fire Hydrants	Lump Sum	722.00
Item 3 Furnish and Install 12-inch Cast-Iron Pipe	Lump Sum	1,615.00
	Total	$ 5,715.00

Change Order No. 3

Mobilization Bond and Insurance	Lump Sum		$ 4,000.00
Trench Excavation and Backfill, Class "C" 0-6'	4,197 lin.ft.	2.50	10,492.50
Trench Excavation and Backfill, Class "D" 0-6'	140 lin.ft.	6.00	840.00
Rock Excavation	146 cu.yd.	14.00	2,044.00
Crushed Rock	431 cu.yd.	4.00	1,724.00
Pavement Replacement	140 lin.ft.	3.50	490.00
6-inch Cast-Iron Pipe	56 lin.ft.	3.50	196.00
10-inch Cast-Iron Pipe	4,281 lin.ft.	5.50	23,545.50
Fittings	3,275 lb.	0.60	1,965.00
Granular Pipe Base Material	4,337 lin.ft.	1.50	6,505.50
Mechanical Couplings	28 Dia. In.	7.50	210.00
6-inch Gate Valve	3 only	120.00	360.00
10-inch Gate Valve	5 only	225.00	1,125.00
8-inch Tapping Tel. and Gate Valve	2 only	550.00	1,100.00
Air Relief Valve Assembly	1 only	300.00	300.00
Blow Off Assembly	1 only	400.00	400.00
	Total		$ 55,297.50

City of West Linn (Sunset Ave. Water Main)

Labor	$ 401.07		
Material	530.00		
Equipment	191.70		
			$ 1,122.77

City of West Linn (Short St. Water Main)

Labor	$ 311.38		
Material	1,168.50		
Equipment	131.60		
		Lump Sum	$ 1,611.48

City of West Linn (Portland Ave. Water Main)

Labor	$1,345.13		
Material	3,811.05		
Equipment	437.00		
			$ 5,593.18

City of West Linn (Lewthwaite St. Water Main)

Labor	$1,611.78		
Material	2,257.62		
Equipment	652.00		
	$4,521.40		
		State Share	$ 3,200.00

City of West Linn (Utility Contract for Replacement of Willamette Reservoir)

Riverside Construction Co. Schedule S		$ 35,400.00
Pacific Tank & Construction Co. Schedule T		45,561.00
	Subtotal	$ 80,961.00
	Design by Consultant Engr. CH2M	19,146.75
	Total	$100,107.75

Work by Portland General Electric Co.

Labor	$5,129.20		
Material	7,852.70		
Equipment	1,057.20		
Trenching	1,350.00		
Credit for Salvaged Material	(859.31)		
		Total	$ 14,529.79

Work by Portland General Electric Co.
(Station "052" 745+00)

Labor	$ 837.42	
Material	67.08	
Equipment	300.40	
Backhoe Rental	91.00	
Supervision	265.13	
Credit for Salvaged Material	(44.80)	
		$ 1,516.23

Monthly transaction number 11-32	Form PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
Modification number 1	(PPM 21-7) 11-6-68	Project number I-205-7(11)294

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 4, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,277,463	$ 11,296,465
Federal funds	$ 10,403,000.00	$ 10,419,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include additional work by the City of West Linn and Portland General Electric Company previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6 day of November, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Monthly transaction number 11-2	F PR-2A U.S. DEPARTMENT OF COMMERCE (R 10-66) BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 3	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County Clackamas
Modification number 1		Project number I-205-7(11)294

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 4, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$

Other revisions The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JBKlaboe

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(11)294

WEST LINN-TUALATIN RIVER SECTION OF THE
E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Revised project agreement estimate.

Salem, Oregon, October 25, 1968

Type Code 7224
Roadway (Sta. 735+40 to Sta. 1019+65)(Contract No. 7150)

Subtotal on previous estimate of August 26, 1968		$6,554,071.00
Utilities		
Portland General Electric Co.	All Required	$ 14,529.79
City of West Linn (Water Line)	All Required	3,200.00
		$ 17,729.79
	Subtotal	$6,571,800.79
	*10% Engr. & Cont.	656,179.21
	Total	$7,227,980.00

*Reduced in accordance with paragraph 5C PPM 30-6 (Project field offices)

Structures same as previous estimate of August 26, 1968	$3,959,635.00
Rest area same as previous estimate of August 26, 1968	91,960.00
Utility work same as previous estimate of August 26, 1968	16,890.00

Retained In Program Status

Pacific N.W. Bell	All Required	$7,500.00
Sewer Service (Rest Area)	All Required	200.00
	Subtotal	$7,700.00
	10% Engr. & Cont.	770.00
	Total	$8,470.00

Length of Roadway - - - - - - - - - - 4.541 miles
Length of Structures- - - - - - - - - 0.262 miles
Total- - - - - - - - - - - - - - 4.803 miles

Cost of Roadway per mile- - - - - - $1,591,715.48

Summary of Funds

	Total Cost	Federal Funds	State Funds
Roadway	$ 7,227,980.00	$ 6,667,000.00	$560,980.00
Structures	3,959,635.00	3,653,000.00	306,635.00
Rest Area	91,960.00	84,000.00	7,960.00
Utility Work	16,890.00	15,000.00	1,890.00
Subtotal	$11,296,465.00	$10,419,000.00	$877,465.00
Retained in Program	8,470.00	7,800.00	670.00
	$11,304,935.00	$10,426,800.00	$878,135.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1002

Work by Portland General Electric Co.

Labor	$ 5,129.20
Material	7,852.70
Equipment	1,057.20
Trenching	1,350.00
Credit for Salvaged Material	(859.31)
	$14,529.79

City of West Linn (Adjust water main Lewthwaite Street)

Construction Cost

Labor	$1,372.80
Materials	2,257.62
Equipment	652.00
Subtotal	$4,282.42
Engineering	238.98
Total	$4,521.40

State Share = $3,200.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-36

PROJECT REPORT NO. 6

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

[illegible]

STATE Oregon

COUNTY Clackamas

PROJECT NO. I-205-7(11)294

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Linn-Tualatin River Section of the E. Portland Freeway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	4.803
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,277,463	$ 10,403,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. B. Klaboe

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer September 4, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Federal-Aid
Project No. I-205-7(11)294

Oregon State Highway Department

WEST LINN-TUALATIN RIVER SECTION OF THE E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Project agreement estimate.

Salem, Oregon, August 26, 1968

Type Code 7444
Roadway (Sta. 735+40 to Sta. LS 1019+65)(Contract No. 7150)

Furnishing Field Laboratory Building	All	Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Clearing and Grubbing	All	Required		559,000.00
Ditch Excavation, Unclassified	6,250	cu.yd.	$ 1.75	10,937.50
General Excavation, Loc. "A", Unclassified	1,370,000	cu.yd.	1.15	1,575,500.00
General Excavation, Loc. "B", Unclassified	1,900,000	cu.yd.	0.35	665,000.00
Embankment Foundation Excavation, Unclassified	2,020	cu.yd.	1.60	3,232.00
Overhaul	1,221,000	C-yd.sta.	0.30	366,300.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	17,600	lin.ft.	0.15	2,640.00
Trench Excavation	16,600	cu.yd.	5.70	94,620.00
Special Backfill in Drains	2,150	cu.yd.	3.75	8,062.50
Furnishing and Placing Topsoil	57,000	cu.yd.	1.30	74,100.00
Watering	31,000	M-gal.	1.50	46,500.00
Obliteration of Roadway	3,420	sq.yd.	0.10	342.00
Pavement Replacement	440	lin.ft.	6.00	2,640.00
Lime-Treated Subgrade	333,700	sq.yd.	0.20	66,740.00
Lime for Treated Subgrade	3,750	ton	28.00	105,000.00
3/4" - 0 Material in Base	38,000	ton	1.40	53,200.00
Plant-Mix Stone Base	200,000	ton	1.50	300,000.00
Cement-Treated Base Mixture	54,000	ton	1.55	83,700.00
Portland Cement in CTB Mixture	2,430	ton	25.50	61,965.00
RS-1 Asphalt in Seal	190	ton	61.00	11,590.00
3/4" - 0 Aggregate in Prime Coat	460	cu.yd.	5.50	2,530.00
RC-250 Asphalt in Prime Coat	70	ton	60.00	4,200.00
1" - 0 Crushed Material in Stockpile	176,000	cu.yd.	1.60	281,600.00
Class "B" Asphalt Concrete Mixture	50,500	ton	6.00	303,000.00
Asphalt Cement in Mixture	2,770	ton	29.60	81,992.00
8-inch Continuously Reinforced Concrete Pavement	127,000	sq.yd.	5.55	704,850.00
8-inch Reinforced Concrete Pavement	1,800	sq.yd.	5.55	9,990.00
12-inch Reinforced Concrete Bridge End Panels	2,100	sq.yd.	16.50	34,650.00
Pavement Terminal Anchors	1,600	lin.ft.	20.00	32,000.00
Class "A" Concrete in Box Culverts	430	cu.yd.	92.20	39,646.00

Reinforcement in Box Culverts	65,000	lb.	$ 0.13	$ 8,450.00
15-inch Paved Culvert End Slopes	12	only	37.00	444.00
18-inch Paved Culvert End Slopes	10	only	49.00	490.00
24-inch Paved Culvert End Slopes	2	only	62.00	124.00
30-inch Paved Culvert End Slopes	5	only	78.00	390.00
36-inch Paved Culvert End Slopes	6	only	92.00	552.00
Class "A" Concrete in Stairways	6	cu.yd.	150.00	900.00
Pipe Handrail	60	lin.ft.	12.00	720.00
Concrete Median Barrier	450	cu.yd.	62.00	27,900.00
12-inch Culvert Pipe	240	lin.ft.	3.70	888.00
15-inch Culvert Pipe	6,500	lin.ft.	3.60	23,400.00
18-inch Culvert Pipe	2,850	lin.ft.	4.00	11,400.00
24-inch Culvert Pipe	1,000	lin.ft.	6.00	6,000.00
30-inch Culvert Pipe	1,040	lin.ft.	7.00	7,280.00
36-inch Culvert Pipe	1,830	lin.ft.	12.00	21,960.00
48-inch Culvert Pipe	580	lin.ft.	20.00	11,600.00
54-inch Culvert Pipe	700	lin.ft.	30.00	21,000.00
8-inch Storm Sewer Pipe	530	lin.ft.	3.20	1,696.00
12-inch Storm Sewer Pipe	7,330	lin.ft.	4.00	29,320.00
15-inch Storm Sewer Pipe	480	lin.ft.	4.50	2,160.00
18-inch Storm Sewer Pipe	160	lin.ft.	5.50	880.00
21-inch Storm Sewer Pipe	660	lin.ft.	8.00	5,280.00
24-inch Storm Sewer Pipe	560	lin.ft.	10.00	5,600.00
36-inch Storm Sewer Pipe	1,730	lin.ft.	17.00	29,410.00
8-inch Sanitary Sewer Pipe	1,100	lin.ft.	3.00	3,300.00
12-inch Sanitary Sewer Pipe	120	lin.ft.	5.20	624.00
6-inch Drain Pipe	4,100	lin.ft.	1.50	6,150.00
8-inch Drain Pipe	9,400	lin.ft.	1.80	16,920.00
Sunset Avenue Sewer Bypass	All	Required		10,000.00
Tanner Creek Drainage Facility	All	Required		10,000.00
15-inch Culvert End Sections	6	only	22.00	132.00
24-inch Culvert End Sections	2	only	35.00	70.00
30-inch Culvert End Sections	2	only	60.00	120.00
36-inch Culvert End Sections	4	only	90.00	360.00
Concrete Manholes	20	only	500.00	10,000.00
Special Concrete Manholes	1	only	1,750.00	1,750.00
Concrete Inlets, Type G-1	75	only	175.00	13,125.00
Concrete Inlets, Type G-2M	12	only	150.00	1,800.00
Concrete Inlets, Type G-2MA	60	only	250.00	15,000.00
Concrete Inlets, Type Special	2	only	300.00	600.00
Concrete Inlets, Type D	1	only	200.00	200.00
Adjusting Manholes	10	only	100.00	1,000.00
Adjusting Boxes	5	only	100.00	500.00
Concrete Curbs	820	cu.yd.	43.10	35,342.00
Concrete Islands	22	cu.yd.	46.00	1,012.00
Concrete Driveways	280	sq.yd.	6.90	1,932.00
Concrete Walks	3,970	sq.yd.	4.40	17,468.00
Redwood Header Boards	1,100	lin.ft.	0.31	341.00
Aluminum Handrail	55	lin.ft.	20.00	1,100.00

Extra for A.C. Concrete Approaches	22 only	$ 50.00	$ 1,100.00
Extra for A.C. Concrete Walks	4,600 sq.yd.	2.25	10,350.00
Guide Posts, W-1	180 only	6.50	1,170.00
Guide Posts, Y-2	240 only	7.00	1,680.00
Type 1 Guard Rail	1,070 lin.ft.	2.50	2,675.00
Type 2 Guard Rail	19,000 lin.ft.	2.80	53,200.00
Type 2A Guard Rail	15,700 lin.ft.	3.90	61,230.00
Guard Rail Anchors	40 only	200.00	8,000.00
Type 1 Fence	170 rod	5.50	935.00
Type 2 Fence	1,400 rod	7.50	10,500.00
Type 3 Fence	2,100 rod	25.00	52,500.00
Roadside Seeding	110 acre	75.00	8,250.00
Roadside Mulching	110 acre	75.00	8,250.00
Grass Seed Mixture	3,300 lb.	1.00	3,300.00
Inorganic Fertilizer, 22-16-8	440 cwt.	4.50	1,980.00
Signing			
Sign Support Footings	All Required		5,000.00
Breakaway Sign Posts	All Required		10,000.00
Single Sign Supports	All Required		2,000.00
Double Sign Supports	All Required		2,000.00
Structure Mounts	All Required		5,000.00
Cantilever Sign Structure	All Required		5,000.00
Sign Illumination Equipment	All Required		10,000.00
Painted Wood Sign Posts	All Required		2,000.00
Type "AA" and "BB" Signs in Place	2,015 sq.ft.	8.00	16,120.00
Type "C", "D" and "R" Signs in Place	570 sq.ft.	3.50	1,995.00
Type "E", "F", "G" and "M" Signs in Place	206 sq.ft.	4.00	824.00
Type "U" Signs in Place	19 sq.ft.	5.00	95.00
Thermoplastic Pavement Arrows	6 only	100.00	600.00
Illumination			
Roadway Illumination Installation, Complete	All Required		25,000.00
			$6,298,971.00
Flagging (60% of Contractor's Cost)	All Required		30,000.00
City of West Linn utility contract	All Required		225,100.00
	Subtotal		$6,554,071.00
	10% Engr. & Cont.*		654,907.00
	Total		$7,208,978.00

*Reduced in accordance with paragraph 5C PPM 30-6 (project field offices)

Type Code X/8A
Broadway St. U'xing #7703 (Sta. 741+23.00)(374' Long)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (2%)		$ 3,000.00
Structural Excavation	570 cu.yd.	$ 5.10	2,907.00

Extra for A.C. Concrete Approaches	22 only	$ 50.00	$ 1,100.00
Extra for A.C. Concrete Walks	4,600 sq.yd.	2.25	10,350.00
Guide Posts, W-1	180 only	6.50	1,170.00
Guide Posts, Y-2	240 only	7.00	1,680.00
Type 1 Guard Rail	1,070 lin.ft.	2.50	2,675.00
Type 2 Guard Rail	19,000 lin.ft.	2.80	53,200.00
Type 2A Guard Rail	15,700 lin.ft.	3.90	61,230.00
Guard Rail Anchors	40 only	200.00	8,000.00
Type 1 Fence	170 rod	5.50	935.00
Type 2 Fence	1,400 rod	7.50	10,500.00
Type 3 Fence	2,100 rod	25.00	52,500.00
Roadside Seeding	110 acre	75.00	8,250.00
Roadside Mulching	110 acre	75.00	8,250.00
Grass Seed Mixture	3,300 lb.	1.00	3,300.00
Inorganic Fertilizer, 24-16-8	440 cwt.	4.50	1,980.00
Signing			
Sign Support Footings	All Required		5,000.00
Breakaway Sign Posts	All Required		10,000.00
Single Sign Supports	All Required		2,000.00
Double Sign Supports	All Required		2,000.00
Structure Mounts	All Required		5,000.00
Cantilever Sign Structure	All Required		5,000.00
Sign Illumination Equipment	All Required		10,000.00
Painted Wood Sign Posts	All Required		2,000.00
Type "AA" and "BB" Signs in Place	2,015 sq.ft.	8.00	16,120.00
Type "C", "D" and "R" Signs in Place	570 sq.ft.	3.50	1,995.00
Type "E", "F", "G" and "H" Signs in Place	206 sq.ft.	4.00	824.00
Type "U" Signs in Place	19 sq.ft.	5.00	95.00
Thermoplastic Pavement Arrows	6 only	100.00	600.00
Illumination			
Roadway Illumination Installation, Complete	All Required		25,000.00
			$6,208,971.00
Flagging (60% of Contractor's Cost)	All Required		30,000.00
City of West Linn utility contract	All Required		315,100.00
	Subtotal		$6,554,071.00
	10% Engr. & Cont.*		654,907.00
	Total		$7,208,978.00

*Reduced in accordance with paragraph 5C PPM 30-6 (project field offices)

Type Code X781
Broadway St. U'xing #8703 (Sta. 741+23.0)(374' Long)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (2%)		$ 3,000.00
Structural Excavation	570 cu.yd.	$ 5.10	2,907.00

Structural Excavation Below Elevation Shown	50 cu.yd.	$ 6.10	$ 305.00
Class "A" Concrete (550 C.Y.)	All Required (5%)		46,416.90
Class "AA" Concrete (1,465 C.Y.)	All Required (30%)		270,000.00
Reinforcement (385,500 lb.)	All Required (12%)		60,000.00
Three Tube Metal Railing	808 lin.ft.	17.50	14,140.00
8-inch Steel Drain Pipe	170 lin.ft.	4.00	680.00
			$ 397,448.90

Type Code X781
East A St. U'xing #3704 (Sta. 743+74.56)(240' Long)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (1%)		$ 1,500.00
Structural Excavation	440 cu.yd.	$ 5.10	2,244.00
Structural Excavation Below Elevation Shown	40 cu.yd.	6.10	244.00
Class "A" Concrete (425 C.Y.)	All Required (4%)		37,133.52
Class "AA" Concrete (815 C.Y.)	All Required (16%)		144,000.00
Reinforcement (272,900 lb.)	All Required (9%)		45,000.00
Three Tube Steel Railing	529 lin.ft.	17.50	9,257.50
8-inch Steel Drain Pipe	40 lin.ft.	4.00	160.00
			$ 239,539.02

Type Code X781
Sunset Ave. U'xing #3724 (Sta. 762+7[illegible])(23[illegible]' Long)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (4%)		$ 6,000.00
Structural Excavation	930 cu.yd.	$ 5.10	4,743.00
Structural Excavation Below Elevation Shown	80 cu.yd.	6.10	488.00
Class "A" Concrete (725 C.Y.)	All Required (7%)		64,983.66
Class "AA" Concrete (860 C.Y.)	All Required (17%)		153,000.00
Reinforcement (308,500 lb.)	All Required (9%)		45,000.00
Three Tube Metal Railing	613 lin.ft.	17.50	10,727.50
Preparation of Slopes	330 sq.yd.	3.00	990.00
3-inch Slope Paving	330 sq.yd.	7.00	2,310.00
Slope Paving Curb	85 lin.ft.	5.00	425.00
8-inch Steel Drain Pipe	70 lin.ft.	4.00	280.00
			$ 288,947.16

Type Code X281
14th St. U'xing #3728 and 3728A (Sta. 860+0[illegible] to Sta. 861+50)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (8%)		$ 12,000.00
Structural Excavation	540 cu.yd.	$ 5.10	2,754.00
Structural Excavation Below Elevation Shown	40 cu.yd.	6.10	244.00
Furnish 14-inch Prestressed Piling	3,920 lin.ft.	3.52	13,798.40
Drive Prestressed Piles	96 only	100.00	9,600.00
14-inch Prestressed Pile Extensions	10 lin.ft.	16.00	160.00

Class "A" Concrete (447 C.Y.)	All Required (4%)		$ 37,133.52
Class "AA" Concrete (889 C.Y.)	All Required (18%)		162,000.00
Reinforcement (191,700 lb.)	All Required (6%)		30,000.00
Two Tube Metal Railing	708 lin.ft.	$ 13.30	9,416.40
Preparation of Slopes	730 sq.yd.	3.00	2,190.00
3-inch Slope Paving	730 sq.yd.	7.00	5,110.00
8-inch Steel Drain Pipe	100 lin.ft.	4.00	400.00
			$ 284,806.32

Type Code X281
Blankenship Rd. O'xing #8734 and 8734A (Sta. [illegible]48+38.82 to Sta. [illegible]49+74.82)
(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (8%)		$ 12,000.00
Structural Excavation	550 cu.yd.	$ 5.10	2,805.00
Structural Excavation Below Elevation Shown	50 cu.yd.	6.10	305.00
Furnish 14-inch Prestressed Piling	4,180 lin.ft.	3.52	14,713.60
Drive Prestressed Piling	96 only	100.00	9,600.00
14-inch Prestressed Pile Extensions	10 lin.ft.	16.00	160.00
Class "A" Concrete (468 C.Y.)	All Required (4%)		37,133.52
Class "AA" Concrete (928 C.Y.)	All Required (19%)		171,000.00
Reinforcement (200,200 lb.)	All Required (6%)		30,000.00
Two Tube Metal Railing	704 lin.ft.	13.30	9,363.20
Preparation of Slopes	840 sq.yd.	3.00	2,520.00
3-inch Slope Paving	840 sq.yd.	7.00	5,880.00
8-inch Steel Drain Pipe	210 lin.ft.	4.00	840.00
			$ 296,320.32

Type Code X221
[illegible] Rd. O'xing #8735 and 8735A (Sta. [illegible]55+54 to Sta. [illegible]57+02)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (10%)		$ 15,000.00
Structural Excavation	1,180 cu.yd.	$ 5.10	6,018.00
Structural Excavation Below Elevation Shown	100 cu.yd.	6.10	610.00
Furnish 10 BP 42 Steel Piling	6,390 lin.ft.	3.90	24,921.00
Drive Steel Piles	116 only	100.00	11,600.00
Splice Steel Piles	30 only	12.00	360.00
Class "A" Concrete (1,665 C.Y.)	All Required (16%)		148,534.08
Reinforcement (558,400 lb.)	All Required (17%)		85,000.00
Two Tube Metal Railing	826 lin.ft.	13.30	10,985.80
Preparation of Slopes	840 sq.yd.	3.00	2,520.00
3-inch Slope Paving	640 sq.yd.	7.00	4,480.00
Berm Paving	200 sq.yd.	9.00	1,800.00
8-inch Steel Drain Pipe	260 lin.ft.	4.00	1,040.00
			$ 312,868.88

Type Code X731
Johnson Rd. U'xing #8736 (Sta. LS 1004+11.74)(442' Long)(Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (6%)		$ 9,000.00
Structural Excavation	690 cu.yd.	$ 5.10	3,519.00
Structural Excavation Below Elevation Shown	60 cu.yd.	6.10	366.00
Furnish 14-inch Prestressed Piling	8,125 lin.ft.	3.52	28,600.00
Drive Prestressed Piling	136 only	100.00	13,600.00
14-inch Prestressed Pile Extensions	20 lin.ft.	16.00	320.00
Class "A" Concrete (1,236 C.Y.)	All Required (12%)		111,400.56
Reinforcement (230,600 lb.)	All Required (7%)		35,000.00
Structural Steel (981,200 lb.)	All Required		350,000.00
Two Tube Metal Railing	892 lin.ft.	13.30	11,863.60
Preparation of Slopes	360 sq.yd.	3.00	1,080.00
3-inch Slope Paving	360 sq.yd.	7.00	2,520.00
Slope Paving Curb	155 lin.ft.	5.00	775.00
8-inch Steel Drain Pipe	110 lin.ft.	4.00	440.00
			$ 568,484.16

Type Code X081
Tualatin River Bridge #8737 and 8737A (Sta. 1010+00 to Sta. 1013+65) (Contract No. 7150)

Shoring, Cribbing, Etc.	All Required (6½%)		$ 91,500.00
Structural Excavation	4,200 cu.yd.	$ 5.10	21,420.00
Structural Excavation Below Elevation Shown	380 cu.yd.	6.10	2,318.00
Furnish 14-inch Prestressed Piling	15,400 lin.ft.	3.52	54,208.00
Drive Prestressed Piles	526 only	100.00	52,600.00
14-inch Prestressed Pile Extensions	60 lin.ft.	16.00	960.00
Class "A" Concrete (5,050 C.Y.)	All Required (48%)		445,602.24
110'/115' Bulb-Tee Prestressed Beam	6 only	2,900.00	17,400.00
115'/120' Bulb-Tee Prestressed Beam	12 only	3,000.00	36,000.00
130'/135' Bulb-Tee Prestressed Beam	34 only	3,300.00	112,200.00
135'/140' Bulb-Tee Prestressed Beam	46 only	3,500.00	161,000.00
Reinforcement (1,114,000 lb.)	All Required (34%)		170,000.00
Two Tube Metal Railing	3,420 lin.ft.	13.30	45,486.00
8-inch Steel Drain Pipe	140 lin.ft.	4.00	560.00
			$1,211,254.24

Subtotal	$3,599,669.00
10% Engr. & Cont.	359,966.00
Total	$3,959,635.00

Type Code X060
Utility Work (Sta. 741)(Sta. 744)(Sta. 752)(Contract No. 7150)

Install Telephone Conduit	All Required		$ 5,000.00
6-inch Welded Steel Water Pipe	340 lin.ft.	$ 10.00	3,400.00
8-inch Welded Steel Water Pipe	340 lin.ft.	15.00	5,100.00
12-inch Welded Steel Sanitary Sewer Pipe	320 lin.ft.	20.00	6,400.00
	Subtotal		$ 19,900.00
	10% Engr. & Cont.		1,990.00
	Total		$ 21,890.00
Credit for Telephone Conduit	All Required		$ (5,000.00)
	Total		$ 16,890.00

Type Code X021
Rest Area (Sta. 755)(Contract No. 7150)

Mortar Rubble Masonry Wall	150 cu.yd.	$ 250.00	$ 37,500.00
Wall Footing	28 cu.yd.	35.00	980.00
Rest Area Illumination Installation	All Required		8,000.00
Electrical Supply System	All Required		1,000.00
5' Chain-Link Fence with Pickets	2,000 lin.ft.	2.50	5,000.00
3/4-inch Steel Water Pipe	160 lin.ft.	3.50	560.00
1-inch Steel Water Pipe	130 lin.ft.	3.50	455.00
1½-inch Steel Water Pipe	60 lin.ft.	3.50	210.00
2-inch Steel Water Pipe	220 lin.ft.	4.00	880.00
4-inch Steel Water Pipe	900 lin.ft.	5.10	4,590.00
1-inch Gate Valves	1 only	50.00	50.00
3-inch Gate Valves	1 only	110.00	110.00
3/4-inch Quick-Coupling Hose Valves	6 only	2.50	15.00
Raised Rock Planter	1 only	1,000.00	1,000.00
			$ 60,350.00

Type Code X022
Rest Area, Comfort and Convenience Facilities (Sta. 755)

Type 8 Toilet Building	1 only	$17,000.00	$ 17,000.00
Extra Concrete	1 cu.yd.	150.00	150.00
Information Shelter	1 only	1,000.00	1,000.00
Picnic Table Shelters with Picnic Tables	2 only	1,000.00	2,000.00
Picnic Tables	9 only	200.00	1,800.00
Drinking Fountains	3 only	200.00	600.00
			$ 22,550.00
			$ 82,900.00

2-inch Water Service (2)	All Required	$ 700.00
	Subtotal	$ 83,600.00
	10% Engr. & Cont.	8,360.00
	Total	$ 91,960.00

Retained in Program Status

Portland General Electric Co.	All Required	$ 7,500.00
Pacific N.W. Bell	All Required	7,500.00
Sewer Service (Rest Area)	All Required	200.00
	Subtotal	$ 15,200.00
	10% Engr. & Cont.	1,520.00
	Total	$ 16,720.00

Length of Roadway - - - -	4.541 Miles
Length of Structures- - -	0.262 Mile
Total	4.803 Miles

Cost of Roadway Per Mile- $1,500,932.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 7,208,978.00	$ 6,651,000.00	$557,978.00
Structures	3,959,635.00	3,653,000.00	306,635.00
Rest Area	91,960.00	84,000.00	7,960.00
Utility Work	16,890.00	15,000.00	1,890.00
Subtotal	$11,277,463.00	$10,403,000.00	$874,463.00
Retained in Program	$ 16,720.00	$ 15,000.00	$ 1,720.00
	$11,294,183.00	$10,418,000.00	$876,183.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WEST LINN-TUALATIN RIVER SECTION

PROJECT NO. I-205-7(11)2[illegible]4

NONPARTICIPATING, STATE WORK

Class "B" Asphalt Concrete Mixture	500 ton	$ 6.00	$3,000.00
Asphalt Cement in Mixture	30 ton	29.60	888.00
			$3,888.00

RECEIVED

FOR FILING

I-205-4(6)

7150

January 28, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Continental Insurance Company
317 S. W. Alder Street
Portland, Oregon 97204

Gentlemen

A post-final payment for $16,300 will be made to Gibbons and Reed Company and Al Johnson Construction Company on Contract No. 7150 for work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $10,478,832.79 including the post-final payment. Of the total, $166,024.17 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gibbons and Reed Company
and Al Johnson Construction Co.
P. O. Box 13368
Portland, Oregon 97213

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
FEB 15 1972
FOR FILING

I-205-7(11)274

7150

#9

January 13, 1972

Gibbons and Reed Company and
Al Johnson Construction Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, granted you an extension of 163 days on Contract No. 7150 for work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County, eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
D. D. Rohrbough
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 28, 1971

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(11)294
W. Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

Mr. Lindas' December 20 letter indicates that the State is in the process of paying liquidated damages withheld from Gibbons and Reed Construction Co. under the time provisions of Section 8.7(a) of the Special Provisions. The Federal Highway Administration previously denied participation in a time extension to restore the liquidated damages under the terms of the contract. My August 17 memorandum indicates the belief that the State did suffer damages. Mr. Lindas has affirmed the fact that no such damages were suffered due to other work being performed coincidentally with crushing and stockpiling operations.

The Commission, by April 1 letter, turned down the requested time extension subject to appeal by presentation of additional facts not previously considered. No evidence has been forwarded that would indicate new data is now available to support an extension of contract time.

Federal participation in this payment must then be in the form of restoration of liquidated damages as settlement of a potential claim for which there is no defense, from the standpoint of law, in Oregon courts. Under this contention Federal participation is approved.

12-31-71
Johnson
cy: Morgan
Lindas

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING

January 4, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 9
January 11, 1972 Meeting

The contract with Gibbons and Reed Company, No. 7150, for construction on the West Linn-Tualatin River Section of the East Portland Freeway required that the contractor stockpile a specified amount of rock to be used on another contract and that the work be achieved by a specified time. The work was not completed on time and we accordingly withheld the sum of $16,300 in liquidated damages from Gibbons and Reed Company.

This withholding was at the insistence of the Federal Highway Administration for noncompliance with the terms of the contract.

The matter has been pursued further through legal channels. The contractor for whom the rock was to be stockpiled did not use it for many, many months after the specified completion date in the Gibbons and Reed contract. In cases parallel to this, the courts have ruled many times that the contractor could not be assessed liquidated damages unless damage actually occurred. In this instance, it did not.

We have again discussed the matter with the Federal Highway Administration through our legal staff, and they have now concurred in the opinion that the withholding of liquidated damages is not legal. I recommend, therefore, that the Commission grant an extension of 163 days on the subject contract in order that the sum withheld may be returned to the contractor.

The matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
. D. Morgan
. E. Skoog
H. Young
ry Ross
y Sund
L. W. Rulien

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[illegible]

January 4, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 9
January 11, 1972 Meeting

The contract with Gibbons and Reed Company, No. 7150, for construction on the West Linn-Tualatin River Section of the East Portland Freeway required that the contractor stockpile a specified amount of rock to be used on another contract and that the work be achieved by a specified time. The work was not completed on time and we accordingly withheld the sum of $16,300 in liquidated damages from Gibbons and Reed Company.

This withholding was at the insistence of the Federal Highway Administration for noncompliance with the terms of the contract.

The matter has been pursued further through legal channels. The contractor for whom the rock was to be stockpiled did not use it for many, many months after the specified completion date in the Gibbons and Reed contract. In cases parallel to this, the courts have ruled many times that the contractor could not be assessed liquidated damages unless damage actually occurred. In this instance, it did not.

We have again discussed the matter with the Federal Highway Administration through our legal staff, and they have now concurred in the opinion that the withholding of liquidated damages is not legal. I recommend, therefore, that the Commission grant an extension of 163 days on the subject contract in order that the sum withheld may be returned to the contractor.

The matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien
Gary Ross
Gary Sund

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LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

December 20, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Re: Release of Retained Liquidated Damages
Contract No. 7150 - Gibbons & Reed

Dear Mr. Simpson:

As a result of our conference of December 17, 1971, respecting the above matter, I am submitting herewith a supported legal opinion which convinces me we cannot sustain the position of retaining the liquidated damages we are now holding from Gibbons and Reed. As a consequence I have recommended to our people to release the same to the contractor, and am writing this letter to request your concurrence therein.

You are aware, of course, that Gibbons and Reed were required to produce aggregate for the use of a neighboring contractor (Atkinson) in the construction of a segment of I-205 between I-5 and the Tualatin River.

Gibbons and Reed were late in completing the rock production and were assessed liquidated damages in the sum of $16,300. Gibbons and Reed petitioned for the release of the withheld liquidated damages, supporting their request by a written statement from Atkinson to the effect they suffered no damages due to the delay, since they weren't in a position to use the rock even should it have been produced within the specified time. (Copy of Atkinson's letter is attached hereto.)

The Oregon Supreme Court, in the recent case of Harty v. Bye, Adv Sheets Volume 92, No. 7, April 14, 1971, affirmed the rule there can be no assessment of liquidated damages where no damages whatever have been sustained. In the decision the Court said:

> "If the parties honestly but mistakenly suppose that a breach will cause harm that will be incapable or very difficult of accurate estimation, when in fact the breach causes no harm at all . . . . their advance agreement fixing the amount to be

NOTED
TOM EDWARDS

> paid as damages for the breach . . . . is not enforceable."

Our people affirm neither the State nor the road users suffered any damages resulting from the delay in this instance. Our engineers were never idle as a result, but were utilized in connection with the Gibbons and Reed road construction project in the same area.

The decision of the Oregon Supreme Court is not unique, since the Courts of other states have reached the same conclusion where no harm results from the inability of a contractor to complete his work within the time allotted by the contract.

In the case of Norwalk Door Closer Co. Inc., v. The Eagle Lock and Screw Co., 153 Conn 681, 220 A2d 263, 268 (1966), the Court said:

> "No provision in a contract for the payment of a fixed sum as damages, whether stipulated for as a penalty or as liquidated damages, will be enforced in a case where the Court sees no damage has been sustained."

The Court went on further to state that the foregoing principle is simply based on justice and fairness. That while the probable injury the parties had reason to foresee is a fact that largely determines the question whether they made a genuine pre-estimate of that injury, nevertheless the justice and equity of the enforcement of the estimate depends also upon the amount of injury that has actually occurred. And in those instances where no damage has been suffered, equitable principles of justice and fairness will be invoked to preclude recovery.

An agreement, made in advance of breach, fixing the damages therefor, is not enforceable as a contract and does not affect the damages recoverable for the breach, unless

> (a) the amount so fixed is a reasonable forecast of just compensation for the harm that is caused by the breach, and
>
> (b) the harm that is caused by the breach is one that is incapable or very difficult of accurate estimation.
> (emphasis supplied)

In making reference to the foregoing paragraph from Restatement 552 Contracts Section 339, our Supreme Court refused to enforce a provision of the contract between Harty and Bye providing for liquidated damages, since the breach (delay) caused no harm at all.

This is now the law of our state. The facts in the Gibbons and Reed situation is on all fours with the facts in the Harty v. Bye case and, accordingly, it is my opinion the liquidated damages withheld from the contractor should be returned to him. That should the contractor resort to litigation to collect the same, it is my opinion the ruling in the Harty v. Bye case would be controlling.

We are, therefore, processing the payment of the withheld liquidated damages to Gibbons and Reed, and request your concurrence in Federal-aid participation in so doing.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Leonard I. Lindas
Assistant Attorney General
and Counsel to
Oregon Highway Commission

LIL:jar
Attachment

Affidavit

I, Ray Webb, being first duly sworn, on oath depose and say: I am Project Superintendent for Guy F. Atkinson Company on Contract 7151. By the terms of said contract we are to be furnished with crushed rock in stockpile on said project; Gibbons & Reed Company, contractor on Contract No. 7150 is required to furnish us with such material. Although Gibbons and Reed Company is behind schedule in furnishing our project with said crushed rock, at no time has progress on our project been delayed or otherwise adversely affected due to their lateness in delivery to us. At all times they have had in stockpile and available for our use more than sufficient crushed rock for all our purposes.

Dated this 14 day of November, 1969 at [illegible], ORE Oregon.

Ray C. Webb

Signed this 14th day of November 1969 [illegible]
Notary Public

My Commission Expires [illegible]

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AUG 18 1971
FOR FILING

I-205-7(11)274

7150

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

August 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon   97310

NOTED

Re: Release of Liquidated Damages
Contract No. 7150 Gibbons & Reed

Dear Bob:

As you are no doubt aware, Gibbons and Reed were required to produce aggregate for the use of the Atkinson firm in the construction of a segment of I-205 between I-5 and the Tualatin River.

Gibbons and Reed were late in completing the rock production and were assessed liquidated damages in the sum of $16,300. Gibbons and Reed then requested release of the same, supported by a written statement from Atkinson to the affect they suffered no damage due to the delay, since they weren't in a position to use the rock even if it had been produced without delay.

The Oregon Supreme Court on April 14, 1971 in the case of Harty v. Bye, Advance Sheets Volume 92, No. 7, handed down an opinion dealing with the very point at issue in the Gibbons and Reed claim.

In that decision our Supreme Court said:

> "The decision whether to enforce a provision in a contract for liquidated damages upon breach thereof is one of law for the court.* * * The court must look at the facts of each case to determine whether a provision for liquidated damages is for the purpose of securing performance of the contract or whether it merely provides a sum to be paid in lieu of performance. If the only purpose is to secure performance, the provision will be held unenforceable for it is in the nature of a penalty. If the purpose of such a provision is to provide a sum to be paid in lieu of performance, then to be enforceable it must meet the test set forth in Restatement 552 Contracts Section 339, which was approved in Medak v. Hekimian, (241 Or 38, 404 P 2d 203, (1965):

> "(1) An agreement, made in advance of breach, fixing the damages therefor, is not enforceable as a contract and does not affect the damages recoverable for the breach, unless
>
> "'(a) the amount so fixed is a reasonable forecast of just compensation for the *harm* that is caused by the breach, *and*
>
> "'(b) the *harm* that is caused by the breach is one that is incapable or very difficult of accurate estimation.'" Emphasis supplied.

The Court then went on to quote further from the Restatement volume:

> "If the parties honestly but mistakenly suppose that a breach will cause harm that will be incapable or very difficult of accurate estimation, *when in fact the breach causes no harm at all* or none that is incapable of accurate estimation without difficulty, their advance agreement fixing the amount to be paid as damages for the breach * * * is not enforceable."

The Court then affirmed the holding of the lower court, which refused to enforce the provision of the contract providing for liquidated damages, since the breach caused no harm at all.

This ruling becomes and now is the law in this state and consequently it is my opinion the liquidated damages withheld from Gibbons and Reed should be returned to them.

This letter, therefore, has a twofold purpose. (1) to give your regional counsel an opportunity to review the foregoing, and (2) to receive your concurrence in the release of the liquidated damages now being withheld.

May we hear from you respecting this matter as expeditiously as possible.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:mjg
cc Tom Edwards
John Bond

RECEIVED
AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30
FOR FILING

I-205-7[illegible]
7150

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1971

SUBJECT: West Linn-Tualatin River Section
Contract No. 7150
Time Liquidated Damages

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Mr. L. I. Lindas, Mr. L. W. Rulien, Mr. Roy Heinz and I met recently in our office with Bob Westermann of the Gibbons and Reed Company, prime contractor on the subject project, and their Attorney, Richard A. Franzke. This meeting was the latest chapter in what has been a long continuing time extension argument over the early phase stockpiling requirement on the project. This requirement simply was that 176,000 yards of 1"-0 crushed material be placed in a certain stockpile in 200 calendar workdays. The contractor did not meet this requirement and 163 days of liquidated damages were assessed at the rate of $100 per day.

This item has been included in two requests for time extension that have gone to the Highway Commission and was declined both times. Extensions have been granted which deleted all other liquidated damages on the project.

We cannot cite any specific damage because of the late stockpiling. The adjacent contractor was not ready to use it and we incurred no extra expense there because of the lateness. Our position in refusing extension has simply been that the contractor did not do what the contract required and the liquidated damages set forth by the contract were assessed accordingly.

At our recent meeting, the Attorneys pointed out that it is not all quite that simple. A recent court opinion on a case involving very similar circumstances in effect holds that damages cannot be assessed when there aren't any. This matter therefore has become purely a legal one. Mr. Lindas advises that we reconsider.

The contractor, in the interest of compromising, has agreed to drop a late haul adjustment which we were considering under which he was entitled to an estimated $2,500 additional haul compensation but which would be very tedious and time-consuming for us to properly document, if the subject liquidated damages is returned.

A. E. JOHNSON

7-27-71
cy to Lindas
[illegible]
A. E. J.

I recommend that a complete time extension be granted now and further that Mr. Lindas be asked to pursue the matter with the Federal Highway Administration for their concurrence. Because this Federal Highway Administration negotiation is likely to be prolonged, our relationship with this contractor would be improved if the liquidated damages could be returned soon.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

cc L. I. Lindas

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OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 2 - 1971

FOR FILING

I 205-7(16)294

7150

June 1, 1971

265

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Your Ref. 08-35-DA

Your May 17 memorandum cites unsatisfactory progress of contract work on the Tualatin River-Pacific Highway Section, Oregon I-205-7(15)290 and the S. West Linn-Tualatin River Section, Oregon I-205-7(16)294.

The contractor has been urged to speed up his operations, but we have had little cooperation at this time. It appears that these projects will not be completed until approximately June 30, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Rulien

EAP:fr ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 17, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-205-7(15)209 & I-205-7(16)294
Tualatin River-Pacific Hwy.Section & S.West Linn-Tualatin River
East Portland Freeway
Progress of Work

The progress of work on the subject projects is considered Unsatisfactory since the time elapsed is lagging the work complete. A review of the contractor's present schedule of operations indicates it is improbable that he will complete the contract work within the contract time.

Routing
Morgan
Decker
Pease
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MAY 20 1971
CONSTRUCTION
DIVISION

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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I-205-7
7150

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

P/W Project I-205-7(4)290
Constr. Proj. I-205-7(11)294
File 40793 - Brookes
West Linn-Pacific Hwy. Sec.
East Portland Freeway
Clackamas County

Dear Sir:

We request your concurrence in the sale of the excess property from the above file to the property owner that owns all of the adjacent land. This parcel of land comprises .08 acre and a value of $350 has been placed upon this by a staff appraiser.

This file, amounting to 1.97 acres, was purchased in May, 1967 in the belief that it was all within the Interstate right of way. Then on November 16, 1967, after the right of way lines were finally established, we requested your concurrence in leaving these amounts fully participating. We requested your concurrence under date of November 20, 1967.

We have complied with the four items under Paragraph 2g of PPM 80-5 and in addition, the property has been examined by our engineers and by Parks and Landscapes and it was determined that sale would be in the best interests of the State.

Federal funds will be credited for their prorata share of this sale.

Copies of Sheet Nine of the construction plans and Sheet Ten of the right of way plans showing this excess property

NOTED
R. L. PORTER

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JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

are enclosed. In addition we are enclosing copies of the description of the property.

Very truly yours,

ORIGINAL SIG
JOHN R. OAKE

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter ✓
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

APR 28 1971
FOR FIL

I-205-[illegible]
7150

April 26, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Continental Insurance Company
317 S. W. Alder Street
Portland, Oregon 97204

Gentlemen:

On April 20, 1971 we wrote to you concerning release of final payment on Contract No. 7150 awarded to Gibbons and Reed Company and Al Johnson Construction Company for work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $25,428.80 and the total contract amount is $10,628,536.96, including $166,024.17 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Gibbons and Reed Company
and Al Johnson Construction Company
P. O. Box 13388
Portland, Oregon 97213

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

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APR 21 1971
FOR FILING

I-205-7[illegible]
7150

April 20, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 31, 1970 on Contract No. 7150. The contract was with Gibbons and Reed Company and Al Johnson Construction Company and was for grading, paving, structures, signing and illumination on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 20, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

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APR 28 1971

FOR FILING

[illegible]

7150

April 1, 1971

Gibbons and Reed Company
and Al Johnson Constr. Co.
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, considered your request for a 163-day time extension on Unit A of Contract No. 7150 for work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
L. W. Rulien
Roy Heintz
Federal Highway Administration

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1971

SUBJECT: West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150
Unit "A" Time Extension Request

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

We have received an additional request from Gibbons and Reed Company for a 163-calendar workday time extension on the early phase (rock stockpiling). This request is virtually identical to the one which they submitted dated November 25, 1969. The 1969 request was forwarded to Mr. Klaboe on January 22, 1970 with the recommendation that it be denied. The requests are based on adverse weather, rock breaking too large to be handled in the crusher, mechanical difficulties with the crushing equipment and a lack of delay to the contractor on the adjacent project.

The Unit "A" or early phase required that 176,000 cubic yards of 1"-0 crushed material be in a stockpile at a designated area. This was intended to be available for use on the adjacent project. Two hundred (200) calendar workdays were allowed for this work. The actual calendar workdays expended on this phase amounted to 363. Liquidated damages at the rate of $100 per day have been assessed for this 163 calendar workday overrun ($16,300).

A re-evaluation of our position on the initial request has not altered our position. We can find no basis for an extension as allowed by the contract specifications.

We therefore recommend that this request for extension be denied. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc V. L. Gallagher

SP*52475-734

RECEIVED
APR 5 - 1971
FOR FILING

W. Linn
I-205

I-205-7(11)244

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 29, 1971

To:
Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:
West Linn-Tualatin River Section
East Portland Freeway
City Water Reservoir Site

As a part of our agreement with the City of West Linn, we are required to furnish them a reservoir site for their future development. Attached is a copy of a letter from the City, a copy of a letter from their consultant CH2M, sketch maps and plans, also a copy of a letter from Chet Liechty, R/W Liaison Agent, andcopies of deeds all of which pertain to this reservoir site.

The City has had CH2M make a study of their future water needs, and in conjunction with this study the consultant has made a selection of a reservoir site. The consultant's plan and this prospective site have been the subject of meetings with the City Council, and the Council has indicated its approval as evidenced in the attached letter by the city administrator.

It is recommended that we bring this matter to an expeditious conclusion at this time by having appropriate descriptions written, appraisals made and acquisition made of this site so that it may be turned over to the city.

L. W. Rulien
Regional Engineer

RECEIVED
APR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
Encs.
cc H. S. Cox
D. H. Moehring
K. L. Rolfe
F. B. Klaboe - for your info

RECEIVED
COUNTY & CITY SECTION
MAR 30 1971
☑ [illegible] ☑ DSGN. ☐ UE ☐ RS ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
MAR 24 1971
FOR FILING

I 205 7100-71
7150

March 24, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
March 30, 1971 meeting

Gentlemen:

Gibbons and Reed and Al Johnson Construction Company, joint venture contractors on the West Linn-Tualatin River Section of the East Portland Freeway, Contract No. 7130, have requested a 163-day time extension on the early phase (Unit "A") of this project. The Unit "A" requirement is that 176,000 cubic yards of 1"-0 base rock material to be crushed from a rock cut on this project be available in a designated stockpile by 200 calendar workdays after the time count started. The purpose of this provision was to utilize excess rock which had to be excavated near West Linn for use as base material on the adjacent project.

This request is identical to one submitted by the contractor in 1969 which was denied by your action of February 3, 1970. The denial was made on the basis that no changes in the project were made by the State affecting the production of the material. Liquidated damages for 163 days at $100 per day, $16,300, have been assessed.

It is recommended that the request for extension of time again be denied.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skoog
L. H. Young
L. W. Rulien
F. D. Morgan

JAB/DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7150 Contractor Gibbons and Reed & Al Johnson Construction Co.

Highway East Portland Freeway

Section West Linn-Tualatin River

Kind of Work Grade, Pave, Structures, Sign, Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or GRANTED~~**. The reasons for such recommendation are as follows:

Recommend request be denied.

Recommended for Approval:

Allan C Howard
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

A E Johnson
Assistant State Highway Engineer

Contract No. 7150
Project designation I-205-7(11)294
State-Federal
Date awarded August 19, 1968
Work started August 26, 1968
Per cent completed 100%
Date
No. of Workdays Allowed 200
No. of Workdays Used 363
No. of Added Workdays Requested 163

State Printing 27939

E-320 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 2, 1971

Gentlemen:

Item 26 (1"-0 crushed material in stockpile) of

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 363 days, within which to complete our Contract No. 7150, without the assessment of liquidated damages. The said contract is described as follows: West Linn, Tualatin River, East Portland Freeway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The principal causes of delay were (1) adverse weather in winter 1968-1969; (2) rock breaking too large to be handled in our crusher; (3) mechanical difficulties with the crushing equipment.

In addition, the placing of the material in stockpile was co-ordinated with the requirements of Guy F. Atkinson Company for whose benefit the material was produced. As indicated by the attached affidavit of the Atkinson Superintendent, they were not delayed in any manner by reason of our lateness in completing this item of work.

Respectfully submitted,

Gibbons & Reed Company - Al Johnson Construction Company
Contractor

By R B Westerman

CONSENT OF SURETY

Date February 2, 1971

We, THE TRAVELERS INDEMNITY INSURANCE COMPANY and CONTINENTAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

The Travelers Indemnity Insurance Company
James F. Darby
James F. Darby Attorney-in-fact
Miller & Ames - Forsgren
Resident Agent

Continental Insurance Company
Attorney
(SEAL)

Affidavit

I, Ray Webb, being first duly sworn, on oath depose and say: I am Project Superintendent for Guy F. Atkinson Company on Contract 7151. By the terms of said contract we are to be furnished with crushed rock in stockpile on said project; Gibbons & Reed Company, contractor on Contract No. 7150 is required to furnish us with such material. Although Gibbons and Reed Company is behind schedule in furnishing our project with said crushed rock, at no time has progress on our project been delayed or otherwise adversely affected due to their lateness in delivery to us. At all times they have had in stockpile and available for our use more than sufficient crushed rock for all our purposes.

Dated this 14 day of November, 1969 at TUALATIN, ORE
Oregon.

Ray E. Webb

Signed this 14th day of November 1969 Robert E
Notary Public

My Commission Expires March 26, 1972

7150

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB West Linn--Tualatin River	SECTION West Linn -- Tualatin River	WEEK ENDING **March 13, 1971**
		SECTION PREFIX 603-1002
	HIGHWAY East Portland Freeway	COUNTY Clackamas
	KIND OF WORK Grading, Paving, Structures, Signing & Illumination	
CONTRACTOR Gibbons & Reed Co./Al Johnson Const. Co.	CONTRACT NUMBER 7150	FEDERAL AID PROJECT NUMBER I-205-7(11)294
DATE OF CONTRACT August 19, 1968	DATE WORK STARTED August 26, 1968	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN ___ SUPERVISION ___	Spec. Cal. Workdays a) 200 b) 642	Cal. Workdays Used a) 363 b) 642
PROJECT AUTHORIZATION $ 12,388,673.19	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED a) 182 b) 100
EXCLUSIVE OF ENGINEERING $ 11,476,483.03	ENGINEERING AUTHORIZATION $ 912,190.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 11,178,800.00	ENGINEERING COST TO DATE $ **1,020,000.00**	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.6 %	PERCENT OF AUTHORIZATION **112** %	DATE PROJECT WAS COMPLETED a) November 26, 1969 b) December 31, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	PCC Paving	Sign & Illum.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	Material Production	A.C. Paving	P.C.C. Paving
MILES IN PROJECT	4.8	4.8		4.8	4.8
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.8	4.8		4.8	4.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,272,020	292,460	176,000	51,000	130,900
TOTAL QUANTITIES CORRECTED TO DATE	3,467,400	295,300	142,360	53,570	126,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,467,400	295,300	142,360	53,570	126,800
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	9703	9704	9724	9728	9728A	9734	9734A	9735	9735A	9736	9737	9737A	9850
PERCENT	100	100	100	100	100	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	**Cloudy**			
TUESDAY	**Rain**			
WEDNESDAY	**Rain**			
THURSDAY	**Rain**			
FRIDAY	**Showers**			
SATURDAY				

RECEIVED
1971
CONSTRUCTION DIVISION
BEN GIFFORD

Walker
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted 3-09-71.

Utility data will be completed and submitted next week.

THIS WILL BE THE FINAL WEEKLY REPORT ON THIS PROJECT.

SIGNED James W. McNamee LOCATION TIGARD, OREGON 97223

By R.L. Fleming

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-- 216

RECEIVED
MAR 8 - 1971

FOR FILING

I-205-7[illegible]-34
7150

March 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

This is in reply to your February 10 letter which answered Mr. Oakes' January 19 letter relating to the West Linn Reservoir.

The additional replacement area called for in the State-City agreement has been discussed with personnel from your office; and the City of West Linn's consultant, Cornell, Howland, Hayes, and Merryfield, is to make a presentation to the City Council on March 10 regarding the selection of a reservoir site. It appears possible that a cash settlement might be worked out rather than the State providing an additional site.

Following the March 10 meeting of the Council, we will be in a position to discuss the matter further with you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. H. Moehring

DHM:jp sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 10, 1971

In reply refer to: 08-35.7/417

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
Oregon Project I-205-7(4)290
West Linn - Tualatin River Section
West Linn Reservoir
(Mr. John R. Oakes' January 19 letter)

In his letter, Mr. Oakes inquired whether or not Federal funds should be credited a prorata amount of the value of the new reservoir site if the original site was purchased in the name of the State without Federal participation. Subsequent discussion resulted in the State agreeing to retain the original site as right of way. Under the latter conditions no credit to Federal funds would be required. The original site should be depicted as right of way on the right of way plans.

In addition to acquiring the new site where the reservoir has been constructed the State-City agreement provides that the State will, at some future date, acquire another site for installation of an additional reservoir. In order to assure participation of Federal funds the additional site should be acquired during the life of the current project. We should be furnished details concerning the new site such as size, price, location, etc., so that acquisition may be authorized.

RECEIVED
FEB 1[illegible] 1971
RIGHT OF WAY

NOTED
TOM EDWARDS

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

X

RECEIVED
FEB [illegible] 1971

[illegible]
7151

MEMO TO FILES

February 22, 1971

Re: Reservoir Site
West Linn-Tualatin River Section
East Portland Freeway (I-205)
City of West Linn

On February 10, 1971, the FHWA wrote to State, reference 08-35.7/417, regarding subject West Linn Reservoir.

This letter was referred to Mr. D. H. Moehring for draft reply, however, in the meantime, it appears possible that a cash settlement may be in order rather than an additional site.

This matter was discussed with Right-of-Way, Administration, Region, and FHWA, with all being in accord with the cost being based on appraised value of properties selected.

On March 10, 1971, CH2M, City's consultant, is going to make presentation to West Linn City Council regarding water study and site selection for reservoir. After acceptance by City of the study, the recommendation will be forwarded to State for review and further action pursuant to agreement on the reservoir, dated March 17, 1970, between the City and State.

Based on the foregoing, upon receipt of consultant and City's report, we would appraise said reservoir property site, discuss with City as to acquisition or cash settlement, obtain FHWA approval and bring the matter to conclusion.

This will have to be accomplished after City Council meeting of March 10, 1971.

D N Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt

cc: Tom Edwards
F. B. Klaboe
D. H. Moehring-Please draft reply to FHWA, appraise after receipt of report.
L. W. Rulien-Forward report at earliest opportunity.

RECEIVED
FEB 22 1971

FOR FILING

I [illegible]

7150

February 19, 1971

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. Wayne DeWitt

Gentlemen:

On February 4 you wrote to Resident Bridge Engineer Arvey Nelson requesting certain information concerning a claim you have against Contract No. 7150, awarded to Gibbons & Reed Company and Al Johnson Construction Company.

Your requested that we withhold retained monies on this contract and advice as to the surety. There are two sureties on this contract, The Travelers Indemnity Company, whose address is 700 Main Street, Hartford, Connecticut 06103, and the Continental Insurance Company, with an address of 317 S. W. Alder Street, Portland, Oregon 97204; and also as requested, we have attached a copy of the bond.

It has long been the policy of the State Highway Commission based on legal advice to not withhold retained percentages on a contract because of claims which have been filed against the contract. There are a number of reasons for doing this, but I believe the most obvious one is that many claims are disputed, and the Highway Division does not wish to be put in the position of judge and jury.

So the present practice is that retained percentages are released as provided in the contract. On occasion we have withheld funds upon the written demand of the surety.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

cc Gibbons & Reed Co. & Al Johnson Constr. Co.
L. W. Rulien
Arvey D. Nelson
F. D. Morgan
Attn: John Bond

February 8, 1971

Mr. Wayne DeWitt
Assistant Vice President & Manager
Foundation Division
Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Re: East Portland Freeway
West Linn-Tualatin River Section
Oregon State Contract No. 7150

Dear Mr. DeWitt:

We are in receipt of your letter of February 4, 1971 to the Oregon State Highway Department concerning the subject project.

In view of the fact that we have had several discussions concerning this project and our respective claims, we are surprised that you have elected to pursue the matter with the highway department rather than to continue our negotiations. Particularly is this so since only about a week ago we met to discuss the claims and you said you would take the matter up with your principals and advise us if our proposal for settlement was satisfactory. To date we have had no communication from you other than a copy of your letter to the State.

As you have advised, your claim for construction and dismantling of the trestles for beam erection has been denied, because this work was specifically covered by your subcontract. We have acknowledged partial liability for extra work you performed for our account, subject to backcharges due the prime contractor. However, none of these matters are ripe for final disposition until you have obtained a release for work performed on the Hyatt property.

Very truly yours,

GIBBONS AND REED COMPANY

R E Westermann

R. E. Westermann
Assistant District Manager

REW:rlb

cc: R. V. Nelson, OSHD

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 10 1971
☐☐☐☐☐☐☐☐
FILE: ____________________

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

February 4, 1971

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 9 1971
FILE

Department of Highways
Oregon State Highway Department
Salem, Oregon

Attn: Mr. R. V. Nelson
Resident Engineer

RE: East Portland Freeway
West Linn-Tualatin River Section
Oregon State Contract No. 7150

Gentlemen:

As you are aware we had a subcontract from the Gibbons & Reed - Al Johnson Construction Co. joint venture on the above referenced project. I am writing this to advise that we are experiencing difficulty in obtaining monies due us from this joint venture. The State of Oregon is holding retainage on this job and as I discussed with you on the phone we request this retained money not be paid to the joint venture until we have received our monies.

This request pertains in no way to the claim submitted by Gibbons & Reed to the State of Oregon on our behalf.

Could you also please advise us if there was a Performance and Payment Bond furnished to the State by this joint venture. If so, may we please know the name and address of the bonding company and request that you send us a copy of this bond.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

Wayne DeWitt

Wayne DeWitt
Assistant Vice President and Manager
Foundation Division

WD:nb

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

RECEIVED
FEB 9 - 1971

FOR FILING

I [illegible]

7150

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS HARTPORT

JOHN E. HUISMAN
BERTRAND J. CLOSE
VELMA JEREMIAH

HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY
KENNETH [illegible] STEPHENS
DAVID P. MILLER
TERRENCE R. PANCOAST
WILLIAM N. GROSS
TERRY W. BAKER
HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
WALTER C. MINNICK
JERE M. WEBB
RONALD S. GROSSMANN
LUCIAN J. CARSON
RICHARD E. ROY
ERIK G. STEN

[illegible]
THOMAS [illegible]
[illegible] ANDERSON
[illegible]
CHARLES [illegible] McMURCHIE
[illegible]
ROBERT [illegible]
RICHARD A. FRANZKE
EDWARD [illegible] EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER
BARNES H. ELL[illegible]

February 2, 1971

Mr. Leonard I. Lindas
Legal Department
Oregon State Highway Department
Salem, Oregon 97310

Dear Leonard:

Re: Gibbons and Reed Company - Al Johnson Construction Company
Contract No. 7150
West Linn - Tualatin River, East Portland Freeway

As previously discussed with you, I have obtained and enclose herewith the Consent of the surety companies to release of the balance of retainage being held on the West Linn project. I trust that with this express acknowledgment by the sureties of their continued responsibility plus the financial capability of the joint venture, there will be no delay in releasing the balance of retainage pending resolution of the claim filed by Howard Stone Machinery Company. If, however, any additional information is necessary, please do not hesitate to get in touch with me.

Your assistance in this matter is very much appreciated.

Very truly yours,

Richard A. Franzke

Richard A. Franzke

RAF:pm
Enclosure

cc: Mr. A. V. Toolson

2/5/71
Copy to [illegible]
per [illegible]

NOTED
FLOYD QUERY

[illegible] 2/5/71

CONSENT OF SURETIES TO RELEASE OF RETAINED EARNINGS

On or about August 19, 1968, Gibbons and Reed Company - Al Johnson Construction Company, a joint venture (hereinafter "Prime Contractor"), entered into a contract with the State of Oregon, by and through the State Highway Commission, providing for construction of a project identified as "Contract No. 7150 East Portland Freeway I-205-7-11-294 West Linn to Tualatin River Section";

In connection with said contract the Prime Contractor furnished the State a performance bond, No. 1468288, in the penal sum of $10,005,328.00, on which Travelers Indemnity Company, a Connecticut corporation, and Continental Insurance Company, a New York corporation, were sureties;

Upon completion and final acceptance of the subject project by the State Highway Commission, there will be available for disbursement to the Prime Contractor retained earnings in the approximate amount of $500,000.00;

By execution of this Consent to Release of Retained Earnings, Travelers Indemnity Company and Continental Insurance Company, as sureties on the aforementioned bond, evidence their consent to release to the Prime Contractor of all retained earnings held by the State Highway Commission in connection with the aforementioned contract, and said sureties and each of them by such consent waive any right they might have to claim exoneration from such bond on account of the release to the Prime Contractor of said retained earnings;

It is understood the consent of sureties herein given shall not be construed as the consent of such sureties or either of them, or as a waiver of any of their rights in con-

State of California
County of San Francisco } ss.

On this 14th **day of** January **, 19**71**, before me personally came**

W. F. Ames Jr.

to me known, who being by me duly sworn, did depose and say: that he is **Attorney(s)-in-Fact of The Travelers Indemnity Company, the Corporation described in and which executed the foregoing instrument; that** he **know(s) the seal of said Corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority granted to** him **in accordance with the By-Laws of the said Corporation, and that** he **signed** his **name thereto by like authority.**

Julie Utt
(Notary Public)

My commission expires

S-498 Rev. 2-53 PRINTED IN U.S.A.

By Earl R Larson
Attorney in Fact
Earl R. Larson

FEB 4 1971

Form FHWA-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7131

DATE: January 27, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
East Portland Freeway
State Force Order No. 19
Total Estimated Amount of the Order - $16,100
Federal Participation - $14,490

Reference is made to Mr. Bond's letter of January 18 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary equipment and trained personnel to perform the work most economically.

3. Performance of this work by change order under the contract is considered undesirable due to existing conflicts including time provisions. Reference is made to my October 26 memorandum. Signal installation should be in conformance with the requirements of the Manual on Uniform Traffic Control Devices.

Orig to Morgan
2-2-71

Federal participation will be based on an actual cost basis. The estimated total costs of the work to be done under this order is $16,100 with Federal participation of $14,490.

Enclosure
State Force Order No. 19

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-22-71 19
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name West Linn--Tualatin River Date January 11, 1971

Highway East Portland Freeway Contract No. 7150 F. A. Project No. I-205-7 (11)294

County Clackamas Prefix 603-1002 Account No. 276-19

Description of Work To Be Done:

Furnish and Install a fully-actuated traffic signal at intersection of Oswego Highway and Northbound off ramp from I-205 at West Linn.

Location by Station Numbers:

"OS_2" 740+71.87 POS=
"B_3" 735+69.96 POT

Estimate of Quantities and Costs:

Materials	$11,700
Labor & Equipment	3,800
Painting Island	250
Misc. & Contingencies	350
TOTAL	$16,100

Explanation:

State Forces installation of this signal was approved by FHWA in letter dated December 8, 1970.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 12,388,673.19
Present estimate of project cost, including $ 16,100 for work under this order	$ 12,388,673.19
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Hein Resident Engineer

Approval Recommended: Construction

Approval Recommended: Division Engineer

Approved:

JAN 25 197

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn-Tualatin River Section
Request for Minor Program Change

Klaboe

Reference is made to Mr. Ellison's January 13 letter transmitting the revised project agreement estimate and modified project agreement for the subject project. The additional engineering work by the consultant firm, CH_2M, mentioned in that letter consisted of studies with regard to adjustments in the City of West Linn's water supply system. This is therefore utility preparatory work rather than preliminary engineering as defined under PPM 21-3. In that utility preparatory work was included in the original program no minor program change is needed at this time.

1-25-71

REFERRED TO

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 25 19
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

R/W Fed. Aid Proj. I-205-7 (4) 290
Const. Proj. I-205-7 (11)294
West Linn-Tualatin River Sec.
East Portland Freeway
Clackamas County

Dear Sir:

During the above construction project, the reservoir belonging to the City of West Linn was threatened with a slide, possibly caused by the construction. As a result of this slide damage, the City of West Linn and the State of Oregon signed a contract (Miscellaneous C and A 3919) whereby a new reservoir was constructed on a new site. A copy of this contract is enclosed. Please note that under Item 6 of "THINGS TO BE DONE BY THE STATE," and Item 4 under "THINGS TO BE DONE BY THE CITY," the State was to provide a new site and the City would then deed the old site to the State in return for the new site.

As indicated by the terms of the agreement, the new site was determined by a consultant on the basis of foundation investigations. This site was established on parts of Files 40791 and 41739 as shown in the attached description section of the right of way map, prints of Sheet 10 of the right of way plans and Sheet 8 of the construction plans. This property was purchased as right of way and scenic enhancement with Federal participation.

We now request your concurrence in the exchange with the City of West Linn of the property described in File 45230 which is also shown on the attached map and plans and described in an attached description for this property. This exchange is in the public interest as it was the best possible solution for an emergency situation that endangered the water supply for the City of West Linn.

We propose to keep the former reservoir property in the name of the State without Federal participation. If you wish credit for the participation in the property being deeded to West Linn, please let us know.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachments
V. E. Skoog
M. R. Mitchell

RECEIVE
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] D
JAN 20 1971
FORM 2-30 (REV. 10-63)
FOR FILING
[illegible]
7150

NOTED
A. E. [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 15, 1971

SUBJECT:
Cascade Construction Company
P.C.C. Pavement
Three Projects -- East Portland Freeway and I-5
Contract No's.: 7150, 7151, 7275

To:
Memo to the File

On Thursday, January 14, 1971 a meeting was held in Region One office at Milwaukie attended by the following:

Cascade Construction Company: Morrie Conway & Pete Idlewine

Guy F. Atkinson: Dorm Taylor & Bill Ott

O.S.H.D.: F. D. Morgan
John Walker
A. C. Harwood
D. D. Rohrbough
R. T. Heinz
J. W. Cochell
Lloyd Turk
John Scofield
Jim McNamee
L. W. Rulien

This meeting was requested by Mr. Conway of Cascade Construction Company in order that he might discuss with us his Portland Cement Concrete paving on the subject contracts, and some outstanding matters. He was concerned about three aspects of the work, each of which will be discussed in the order presented.

(1) Joint Repair Problems and Costs

Mr. Conway inquired into the number of joints that needed to be fixed, referred to the fact that they have fixed two joints, that the cost of fixing these joints particularly due to the special concrete used was high. He contended that the joints were needing the repair not because of any shortcomings in their work, but because of design faults. It was determined that there are only three joints on all three projects which need attention, that all three of these joints are on I-5 and in the 12-foot outside panels.

One joint is at the extreme south end of the East Portland Freeway-Wilsonville project where the 12-foot, southbound, outside panel abuts the Lord Brothers concrete. This joint showed extreme distress, was badly fractured, considerably spalled and needed to be fixed. It was repaired once; however, the repair did not cover a sufficient area and the joint is again failing beyond the previous repair. Another joint is also on the same project in the southbound 12-foot panel near the Stafford Road interchange. This has not been repaired before. The third joint is again on a 12-foot panel, but on the northbound lane at the north end of the East Portland Freeway-Wilsonville project. This joint was repaired last Friday, January 8, 1971.

It was indicated that we did not feel there was a design deficiency because the number of joints that are giving trouble are rather minimal compared to the numbers of joints that were made, but that we would keep costs on the repairs and would take some cores at the joints and make a further determination and review of the joint and its design. But that since there was no argument whatsoever over the fact that the joints did need to be repaired, that we expected Cascade to make this repair at an early date.

(2) Portland Cement Concrete Pavement Smoothness

The question of profile-o-graph, specifications, grinding, ridability and surface smoothness was discussed at some length. Mr. Conway's concern is with the fact that some of the Portland Cement Concrete pavement on all three jobs, regardless of the corrected work done, does not meet the requirements established for the profile-o-graph index. His concern was that we recognize and give them credit for the problems which they experienced with a new operation, new equipment, new people and the effort that they made to do a good job and the monies they expended in correcting the ridability on the pavement by grinding, their distressed financial situation and that we minimize or forego any penalty assessment for the profile index on these jobs. We indicated that the final completed summaries for the three projects on the profile-o-graphs which were run after all the corrective action had been taken were still being prepared, but were for practical purposes nearly completed. We indicated that we would make these summaries, review the final results and make a recommendation at an early date.

(3) Payment for Portland Cement Concrete, Cubic Yard Basis

Mr. Conway indicated that their tally at the batch plant compared to the pay quantities for the work on I-5 and, in particular on Cochell's job, indicates the possibility of 2300 cubic yards for which they have not received payment, and for which they can't account. It was indicated that the concrete paving on I-5 was paid for on a cubic-yard-in-place basis, and that the number of cubic yards had been determined by cross sectional measurement every 25 feet. Various ways in which differences between batch count and in-place measurement could result were discussed. It was suggested that Mr. Conway review the data in the resident engineer's office and satisfy himself as to the manner in which the measurements were taken and the calculations made. Mr. Conway indicated to me by phone later in the day that he would visit Cochell's office and go over his computations.

L. W. Rulien
Regional Engineer

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc A. E. Johnson
F. D. Morgan
J. W. Cochell
R. T. Heinz
D. D. Rohrbough

RECEIVED
JAN 28 19
FOR FILING

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(11)294

7150

January 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7150
Prefix 603-1002
FAP I-205-7(11)294

Dear Sir:

The replacement planting work under Contract No. 7150, West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County, was completed December 31, 1970.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cy to Construction
1-28-71

Federal Highway Administration
Oregon Division Office Endorsement Date 1-21-71

Conditions noted on above date: The project has been inspected and found to be in conformance with contract provisions with the possible exception of pavement roughness. This matter is currently under study by your Regional office.

CTC:js

for R. E. Simpson
Division Engineer

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
21
OFFICE OF
STATE HIGHWAY ENGINEER

Form

RECEIVED
JAN 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7150

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-6-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 1-26-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	West Linn--Tualatin River	Date	January 5, 1971
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed Co. -- Al Johnson Const. Co.	F. A. Project No.	I-205-7(11)294
Address	P. O. Box 13388, Portland, OR 97213	Order No.	17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage 800± Lineal Feet of Type II Barricade and haul to maintenance yard.

Location by station numbers:

"Ls" 723± to 730±
"B3" 737±
"D" 734±

Estimate of quantities and cost:

Equipment	$ 115.00
Labor	435.00
TOTAL	$550.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization. This barricade was placed on Contract #7105 and must be removed in order to open this project to traffic.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,388,673.19	
Present estimate of project cost, including $550.00 for work under this order	$12,388,673.19	
Expected under-run over-run amount	$	
Expected under-run over-run per cent		

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Assistant State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

1-28

Form E 200—5M

STATE COPY

REGON STATE HIGHWAY DEPARTME

I-205-7 [illegible] 294

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name West Linn- Tualatin River

Date December 7 1970

Highway East Portland Freeway

Contract No. 7150

County Clackamas

Prefix 603-1002

Contractor Gibbons & Reed Co.- Al Johnson Const. Co.

F. A. Project No. I-205-7(11)294

Address P.O. Box 13388, Portland, Oregon 97213

Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Correct ditch erosion by placing and grading pit run diced rock.

Location by station numbers:

Throughout project as needed.

Estimate of quantities and cost:

Material	$ 1,000.00
Equipment	500.00
Labor	500.00
	$ 2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Correction of ditch erosion. Not provided for in original authorization. Ditches with steep grades in erosion-prone material must be lined with heavy rock.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,388,673.19
Present estimate of project cost, including $2,000.00 for work under this order	$12,388,673.19
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heim
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:
Division Engineer

Approved
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or Office Engineer.
Const.

orig. to Morgan
1-8-71

J.K.

State Printing

Form 2-208—5M

STATE COPY

APPROVED EFFECTIVE DATE 12-15-70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 1-5-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn--Tualatin River
Date [illegible]
Highway East Portland Freeway
Contract No. 7150
County Clackamas
Prefix 603-1002
Contractor Gibbons & Reed Co. -- Al Johnson Const. Co.
F. A. Project No. I-205-7(11)294
Address P. O. Box 13388, Portland, OR 97213
Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install flasher ~~illuminated~~ ILLUMINATED end of freeway signing.

1 4' x 8' x 3/4" Type "D" "SLOW" Sign
1 5' x 20' x 3/4" Type "D" "END OF FREEWAY" Sign "1000 FEET"

Location by station numbers:

"L" 712 and 725

Estimate of quantities and cost:

Materials	$1,400
Labor	600
Equipment	500
TOTAL	$2,500

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Above end of freeway signing not included with contract work. Request to perform this signing work subsequent to contract letting. Unjustifiable contractor costs were submitted to perform work by price agreement, resulting in work being performed by extra work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and ~~one~~ two to the resident engineer.

Project authorization	$12,388,673.19
Present estimate of project cost, including $2,500.00 for work under this order	$12,388,673.19
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved [illegible]
~~Assistant State Highway Engineer or Assistant State Highway Engineer~~ Construction Engineer

State Printing

cc: C. Lenn
Fitz

Orig to Morgan
1-8-71

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway

Mr. Klaboe's December 4 letter contains your request for approval, on a participating basis, of a signal installation at the intersection of the "B_3" and "OS_2" lines on the subject project. Your request stipulates a desire to perform this work with State Forces.

In confirmation of verbal advice by Area Engineer Christianson it is considered in the public interest to perform this signal installation with State Forces. Your properly supported State Force Order will be approved with Federal participation.

Routing
Morgan

RECEIVED
DEC 9 1970
CONSTRUCTION
DIVISION

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

12-10-70
2 copies to [illegible]
[illegible] John Bird Jr.

Also submit IFO.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEC 4 1970

December 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon I-205-7(11)294, West Linn-Tualatin River Section, East Portland Freeway, Your Reference: 08-35-DA

Your letter of October 26 approved the addition of fully actuated traffic signals at the intersection of the "B_3" and "OS_2" (ORE43) lines to the above project as a participating item.

The contract for this project is almost completed and, as mentioned in your letter, there have been conflicts involving extra work and time considerations. The contractor does not have a signal subcontractor. Because of safety considerations, it is desirable to complete the signal installation as soon as possible.

It is requested that approval be granted for the installation to be made by State Forces on a participating basis. This will permit the installation to be made in the shortest time and at the lowest cost.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
L. H. Young
F. D. Morgan
L. W. Rulien

VPJ:mk srb

RECEIVED
DEC 28 1970
FOR FILING

[illegible]
7150

3-H
11-24-70

December 1, 1970

Gibbons and Reed Co. & Al Johnson Constr. Co.
P. O. Box 13386
Portland, Oregon 97213

Gentlemen:

The Oregon State Highway Commission on November 24, 1970, confirmed a 102-day time extension, without assessment of liquidated damages, on Contract No. 7150 for work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wr

cc F. D. Morgan
V. E. Skoog
L. W. Rulien
Federal Highway Administration
Roy T. Heinz

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 13, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Malach

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
Request for Time Extension

[illegible] 10-15-70

[illegible] 10-17-70

Section 8.7 of the contract special provisions breaks time count into two units. Our area engineer states that, based on his knowledge of the project operations, there is no justification for extension of time for work covered under 8.7(a). It is our understanding that the time extension requested by Mr. Johnson's October 1, 1970, letter concerns only that time referred to in Section 8.7(b). Federal participation will be based on the premise that liquidated damages will be charged under 8.7(a) for 163 days at $100 per day for a total of $16,300.

Section 8.7(b) of the special provisions allows 540 days for completion of the entire project. The work involved in slide removal constitutes approximately $750,000 of additional work. The work included grading and compaction of Nyberg Road Interchange on I-5 with an associated long haul; grade revisions and sound barriers on the project mainlines with associated slope refinishing; and incidental work to complete these items. On the premise that price agreements and extra work orders should be self supporting as individual contracts (including time provisions) at the time of execution, we would have approved the provision of 126 days as a reasonable and appropriate time allowance on the slide removal work. Our area engineer has discussed this matter with your field personnel and recommends approval of a 126 day extension for the additional work associated with the West Linn Slide.

If you agree that a 126 day extension can be supported at this time we would be in agreement for the reasons stated. In any case the Federal Highway Administration hereby concurs in the requested extension as presented in Mr. Johnson's letter.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

October 1, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

Dear Sir:

Re: West Linn-Tualatin River Section
Project No. I-205-7(11)294
Request for Time Extension

Gibbons and Reed and Al Johnson Construction Company have requested a 200-day time extension on the subject project because of added slide correction work. The contractor derives this by using 216 days allegedly devoted to slide work, counting 150 days of this as delay, and then adding one third or 50 days for loss of efficiency due to the influence of weather during the added days. Some pertinent dates on this project are:

Bids opened	August 1, 1968
Date of contract	August 19, 1968
Work started	August 26, 1968
340 calendar workdays allowed expired on	August 20, 1970

102 days will elapse from August 20, 1970 through November 30, 1970, which would be the start of the next winter dormant no-count period.

Completion of this project is expected yet this year. If the project is completed some time during the three-month no-count interval, the actual time extension required to delete all liquidated damages on the overall completion requirement is therefore 102 days.

The West Linn Slide has added significant work to this project. The major extra orders involved and their approximate cost are:

Extra Work Order No. 7, dated August 5, 1969, Clearing and removal cost	$110,000
Extra Work Order No. 9, dated Feb. 27, 1970, Construct reservoir site	$ 8,500
Price Agreement No. 10, dated Sept. 11, 1969, Document main line grade revisions (net reduction of excavation and increase in fill)	$ - - -
Price Agreement No. 20, dated Feb. 18, 1970, Grade Nyberg Interchange	$329,000
Price Agreement No. 21, dated Feb. 18, 1970, Remove slide material (includes sound barriers)	$402,000

These items accrue to 8.5 percent of the original contract money amount. We also note that the slide work involved two summer seasons.

From the standpoint of the actual elapsed days, Extra Work Order No. 7 work was in progress from August 6, 1969 to September 29, 1969, or 41 days. The contractor was also shut down one day (June 11) when the slide first became apparent. This makes 42 days in 1969 on the first phase of the slide work and the Resident Engineer recommended arbitrarily allowing one half of this as representing the extra time or delay to the concurrent contract work, or 21 days. The more extensive second phase slide work was in progress from March 30, 1970 to August 31, 1970, or 155 days, from which should be deducted an allowance for the regular contract excavation removed with the slide material. This deduction allowance is estimated at 50 days, leaving 105 as representing possible time attributable to the added slide work in 1970. The slide work on this basis would therefore total to 126 days possibly eligible for extension.

From any perspective, it is apparent that substantial time extension because of the slide work is justified. We recommend that 102 days be allowed now. This would delete liquidated damages that are expected to accrue on the overall completion requirement before the anticipated project completion. If for unforeseen reasons the project is not completed and further liquidated damages accrue, additional time extension could be considered. May we have your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson (ms)
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fv ms

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1970

SUBJECT: West Linn-Tualatin River Section
Contract No. 7150
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Gibbons and Reed and Al Johnson Construction Company have requested a 200-day time extension on the subject project because of added slide correction work. The contractor derives this by using 216 days allegedly devoted to slide work (~~he gives no inclusive dates~~) counting 150 days of this as delay and then adding one-third or 50 days for loss of efficiency due to the influence of weather during the added days. Some pertinent dates on this project are:

Bids opened	August 1, 1968
Date of contract	August 19, 1968
Work started	August 26, 1968
West Linn slide first apparent	June 11, 1969

540 calendar workdays allowed expired on August 20, 1970
102 days will elapse from August 20, 1970 through November 30, 1970 which would be the start of the next winter dormant no-count period.

Completion of this project is expected yet this year. If the project is completed some time during the three-month no-count interval, the actual time extension required to delete all liquidated damages on the overall completion requirement is therefore only 102 days.

This project had an early phase requirement that certain rock be available in stockpile for use on an adjacent project. The contractor did not meet that requirement and his request for a time extension to delete $16,300 liquidated damages that accrued on this early phase was denied by the Highway Commission at their February 3, 1970 meeting. As far as we know, this early phase time problem is not related to the added slide work and should not be reconsidered at this time.

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

The West Linn Slide has added significant work to this project. The major extra orders involved are:

Extra Work Order No. 7, dated August 5, 1969 clearing and removal cost	$110,000
Extra Work Order No. 9, dated February 27, 1970, construct reservoir site	$ 8,500
Price Agreement No. 10 dated September 11, 1969, Document main line grade revisions (net reduction of excavation and increase in fill).	
Price Agreement No. 20 dated February 18, 1970, Grade Nyberg Interchange	$329,000
Price Agreement No. 21, dated February 18, 1970 Remove slide material (includes sound barriers)	$402,000

These items accrue to 8.5 percent of the original contract money amount which on just a time-money basis would add 46 days.

The Resident Engineer (concurred in by Region) has analyzed the time from the standpoint of the actual elapsed days. Extra Work Order No. 7 work was in progress from August 6, 1969 to September 29, 1969 or 41 days. The contractor was also shut down one day (June 11) when the slide first became apparent. This makes 42 days in 1969 on the first phase of the slide work and the Resident Engineer recommended arbitrarily allowing one-half of this as representing the extra time or delay to the concurrent contract work or 21 days. The more extensive second phase slide work was in progress from March 30, 1970 to August 31, 1970 or 155 days from which should be deducted an allowance for the regular contract excavation removed with the slide material. This deduction allowance is estimated at 50 days leaving 105 as representing possible time attributable to the added slide work in 1970. The slide work on this basis would therefore total to 126 days possibly eligible for extension.

It is apparent that substantial time extension because of the slide work is justified. We suggest that 102 days be allowed now. This would delete liquidated damages that are expected to accrue before the anticipated project completion. If for unforeseen reasons the project is not completed and further liquidated damages would accrue, additional time extension could be considered. Not knowing just what problems of a claim nature the contractor may still pursue against the State, time extension now based on only a general approach may be the better strategy.

THIS REPORT IS [illegible]EPARED IN CONTEMPLATION O[illegible]OSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

We therefore recommend 102 days extension on the overall completion requirement only with the understanding that the time question can be re-opened later if necessary. This has been discussed with the FHWA Area Engineer who tentatively agrees with this procedure. Rough draft letters to the Federal Highway Administration and the Highway Commission are enclosed.

Mr. Porter inquired about these liquidated damages last week and was given the current information. He expressed a willingness to obtain telephone approval from the Highway Commission as soon as we have clearance from the Federal Highway Administration in order to minimize the withholding from the contractor. The letter to the Commission has been prepared on this basis.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

Attach.

cc V. L. Gallagher

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Gibbons & Reed Co. / Al Johnson Construction Co.
— A Joint Venture —
WILLAMETTE STATION, P. O. BOX M ☆ WEST LINN, OREGON 97068

August 21, [illegible]

Oregon State Highway Department
P.O. Box [illegible]
Tigard, Oregon 97223

Attention: Mr. R. T. [illegible], Resident Engineer

Re: East Portland Freeway
West Linn - Tualatin River Section

Gentlemen:

Approximately 216 calendar workdays were devoted to slide correction, including periods of down time during which the matter was investigated by the State. During this time, approximately 415,000 cubic yards of material were moved. A portion of this material was used to raise the elevation of the subgrade and was necessarily moved through the cut and over areas where the subgrade was to be built. The excavation operation in the cut was continually disrupted by establishment and maintenance of haul roads through the area for the purpose of moving the slide material to embankment sections at the west end of the project, and such delay in excavation in turn delayed finishing operations both in the cut and in the areas over which the material was hauled. Similarly, the material used to construct the four sound berms adjacent to Blankenship Road had to be hauled through the cut and over subgrade, disrupting both the excavation operation in the cut and delaying completion of the subgrade. The portion of the slide material that was hauled to the Nyberg Road Interchange necessitated leaving a haul-road ramp in the vicinity of Station 810 until the Nyberg haul was completed and delayed completion of work in that area.

Incidental to the construction of the Nyberg ramps, it was necessary to organize a separate spread in the cut in the area between Stations 825 and [illegible] as a source for select backfill material. This operation added to the congestion in that area and delayed the common excavation operation.

Construction of the sound berms required additional pipes and catch basins in that area, and completion of the subgrade adjacent to the sound berms was delayed until the berm slopes had been dressed.

It is estimated that the 216 days devoted to slide correction caused a loss of not less than 150 days in contract work. Inasmuch as the additional days allowed would fall partially in periods of inclement weather, we request an adjustment of 33-1/3% or 50 days to compensate for loss of efficiency. Thus, the total extension requested herein is 200 calendar workdays.

Very truly yours,

GIBBONS AND REED COMPANY -
AL JOHNSON CONSTRUCTION COMPANY

R. C. Westermann

R. C. Westermann
Attorney-in-Fact

Form E-[illegible]—3M—[illegible]

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7156

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 6-3-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 12-3-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	West Linn-Tualatin River	Date,	November 5, 1970, 19
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed-Al Johnson Construction Co.	F. A. Project No.	I-205-7(11)294
Address	P.O. Box 13388 Portland, Oregon 97213	Order No.	14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove existing illumination pole at Sta. "OS^3" 740 + 90 and replace with a heavier illumination pole upon which contract Sign #4 will be mounted.

Location by station numbers:

"OS^3" 740 + 90

Estimate of quantities and cost:

New Pole	$ 800.00
Equipment	200.00
Labor	200.00
Total	$1,200.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Request to replace existing illumination pole occurred subsequent to award of contract. State's estimated cost was substantially less than contractor's request to perform work by price agreement. Work has not yet started..

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,388,673.19	
Present estimate of project cost, including $ 1,200.00 for work under this order	$12,388,673.19	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction—~~Bridge~~—Engineer

Admin

2-7-70

Form E-202—3M—9-49

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1 P

APPROVED EFFECTIVE DATE 6-3-70
Contingent upon modification of project agreement if additional funds are required
BY Halach Dist. Engineer
TITLE
DATE 12-3-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn-Tualatin River	Date, November 5, 1970 , 19
Highway East Portland Freeway	Contract No. 7150
County Clackamas	Prefix 603-1002
Contractor Gibbons & Reed-Al Johnson Construction Co.	F. A. Project No. I-205-7(11)294
Address P.O. Box 13388 Portland, Oregon 97213	Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove existing illumination pole at Sta. "OS^3" 740 + 90 and replace with a heavier illumination pole upon which contract Sign #4 will be mounted.

Location by station numbers:

"OS^3" 740 + 90

Estimate of quantities and cost:

New Pole	$ 800.00
Equipment	200.00
Labor	200.00
Total	$1,200.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Request to replace existing illumination pole occurred subsequent to award of contract. State's estimated cost was substantially less than contractor's request to perform work by price agreement. Work has not yet started..

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,388,673.19	
Present estimate of project cost, including $ 1,200.00 for work under this order	$12,388,673.19	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Submitted by: Resident Engineer

Approval Recommended: Construction—Bridge—Engineer

12-7-70

OCT 30 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 26, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway

Mr. Klaboe's October 21 letter requests approval, with Federal participation, of a signal installation at the intersection of the "B_3" line with the "OS_2" line (Ore. 43). The reason pointed out by Mr. Klaboe is the potential safety hazard caused by short sight distance on the "OS_2" line.

The request is hereby approved on a participating basis. It is suggested that the fully actuated signal be installed to give preference to the Ore. 43 traffic.

Due to existing conflicts with this contractor involving extra work and time considerations you may wish to consider other means by which this installation can be accomplished. We will rely upon your judgment in this matter.

10-29-76

ROUTED TO

Young - George - Morgan - Rubin

NOTED
TOM EDWARDS

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OCT 27 197

FOR FI

[illegible]
7150

October 26, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7150
Prefix 603-1002
FAP I-205-7(11)294

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 12 covering backfilling along the sound berm barrier and construction of concrete transition sections in the vicinity of the Blankenship structures on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

This order covers backfilling, shaping the slope and fine grading as required along the concrete retaining wall at the soun barrier berm mounding. This order also covers construction of four concrete transitions from the structure end post section to the berm wall section.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 6, 1970.

Your approval as of August 6, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
OCT 22 1970

FOR FILM
[illegible]
115A

October 21, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 24, 1970 meeting

Gentlemen:

Gibbons and Reed Company and Al Johnson Construction Company have requested a 200-day time extension on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County, Contract No. 7150. The request is based on slide control work added to the project.

Work on this project started in August 1968. In June 1969, a cut slide developed near West Linn. The area involved in this slide enlarged during the next winter until it reached major proportions. The work necessary to control it has required significant added work on the part of the contractor. Completion of the project is expected yet late this year although this is not definite and could change with too much adverse weather. Liquidated damages for late completion have started to accrue at the rate of $300 per day. If the project is completed as now expected, a time extension of 102 days would delete these liquidated damages.

Because of the added slide work, a 102-day time extension is recommended. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

The recommended extension was approved by Chairman Jackson on October 20, 1970, and will be on the agenda for your confirmation at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. W. Rulien

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7150 Contractor Gibbons & Reed Company & Al Johnson Construction Company

Highway East Portland Freeway

Section West Linn - Tualatin River

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 102 days for slide work.

Recommended for Approval:

Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

A E Johnson
Assistant State Highway Engineer

Contract No. 7150

Project designation I-205-7(11)294
State-Federal

Date awarded August 19, 1968

Work started August 26, 1968

Per cent completed 83% Aug 29, 1970
Date

No. of Workdays Allowed (a) 200 / (b) 540

No. of Workdays Used (a) 363 / (b) 549

No. of Added Workdays Requested ~~200~~ 102

B—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 21, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 540 days to 740 days, within which to complete our Contract No. 7150, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On Swing shift, June 10, 1969, excavation spread was shut down due to slide development in area of station 835±. On August 6, 1969 to September 29, 1969 and from March 5, 1970 to August 31, 1970, our contract work was impaired because of slide removal. Equipment that could have been used to accelerate prime contract was utilized in slide removal and construction of Nyberg interchange.

Respectfully submitted,

Gibbons & Reed Co. - Al Johnson Const. Co.
Contractor

By R. Westerman

CONSENT OF SURETY

Date AUGUST 21, 1970

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Nelson D. Smith
NELSON D. SMITH Attorney-in-fact

(SEAL)

Resident A

RECEIVED
OCT 21 1970
FOR [illegible]

I-205-7(11)
7151

October 21, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

On the Interstate 5-Willamette River Section of Interstate 205, a serious potential traffic hazard will exist. There will be a lack of sight distance for ramp traffic to gain access to ORE43.

Attached is a portion of the plan and the projected 1986 volume for this connection. The projected traffic volumes do not meet minimum requirements for traffic signal warrants, which is the reason that the traffic signal was not included as a portion of the original contract.

The safety problem at this location will occur as a result of the lack of sight distance for the left-turning vehicles from the ramp to ORE43. There is 300 feet of sight distance for the inside lane and 350 feet for the outside lane on ORE 43. The prevailing 85 percentile speed on the Oswego Highway is approximately 40 miles per hour. At 40 miles per hour or 58.8 feet per second, it would take 5.2 seconds for a vehicle to cover this distance on the highway. An approximate time for a vehicle to clear the two southbound ORE43 traffic lanes from the normal Stop bar position on the ramp is six seconds. Thus, it is observed that an extremely hazardous clearance element would prevail, which in our opinion should not exist on a newly opened facility of this caliber.

Your approval is requested for the installation, as a portion of the existing contract, of a two-phase, fully actuated traffic signal at an estimated cost of $20,000. Your early approval of this installation is requested.

Very truly yours,

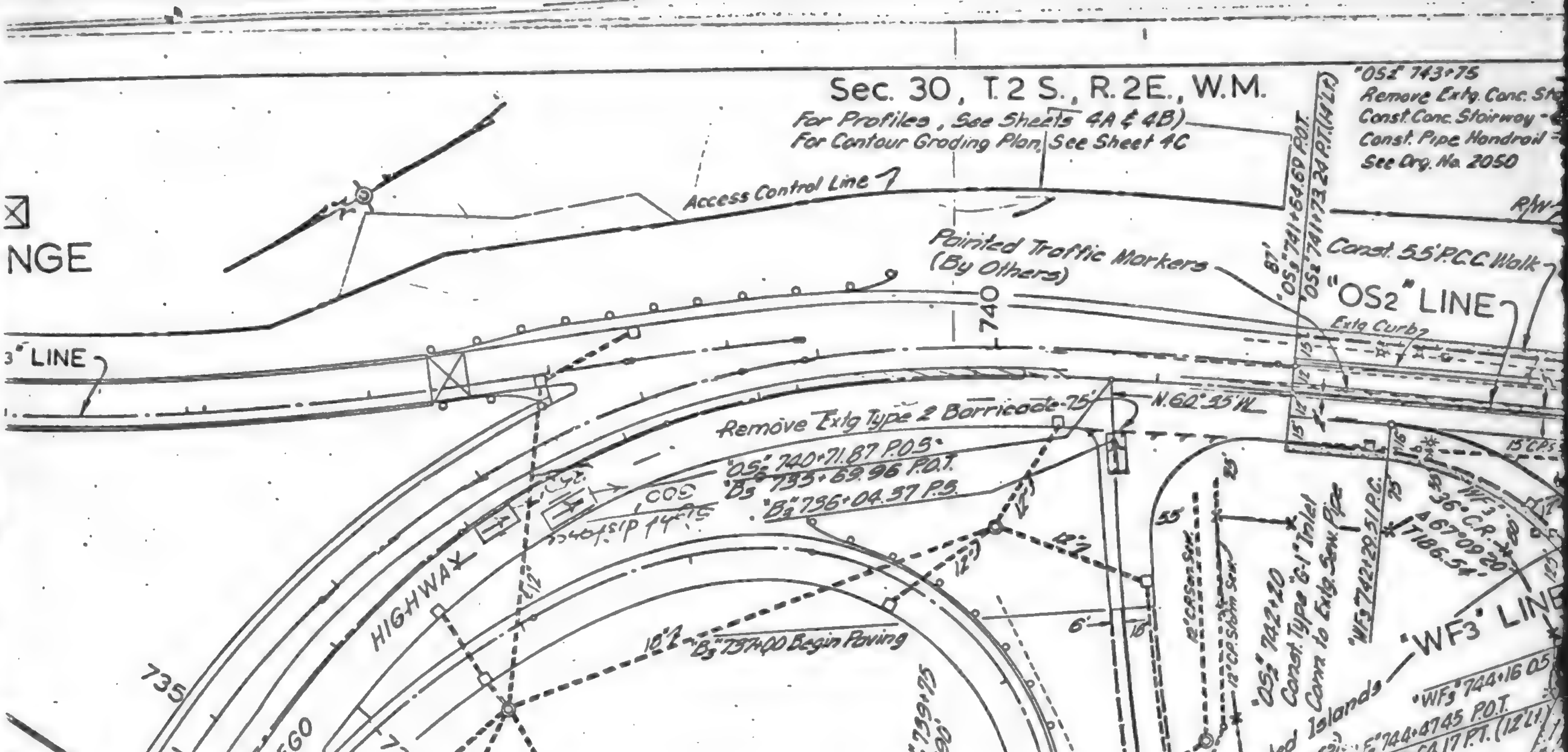
R. L. Porter
State Highway Engineer

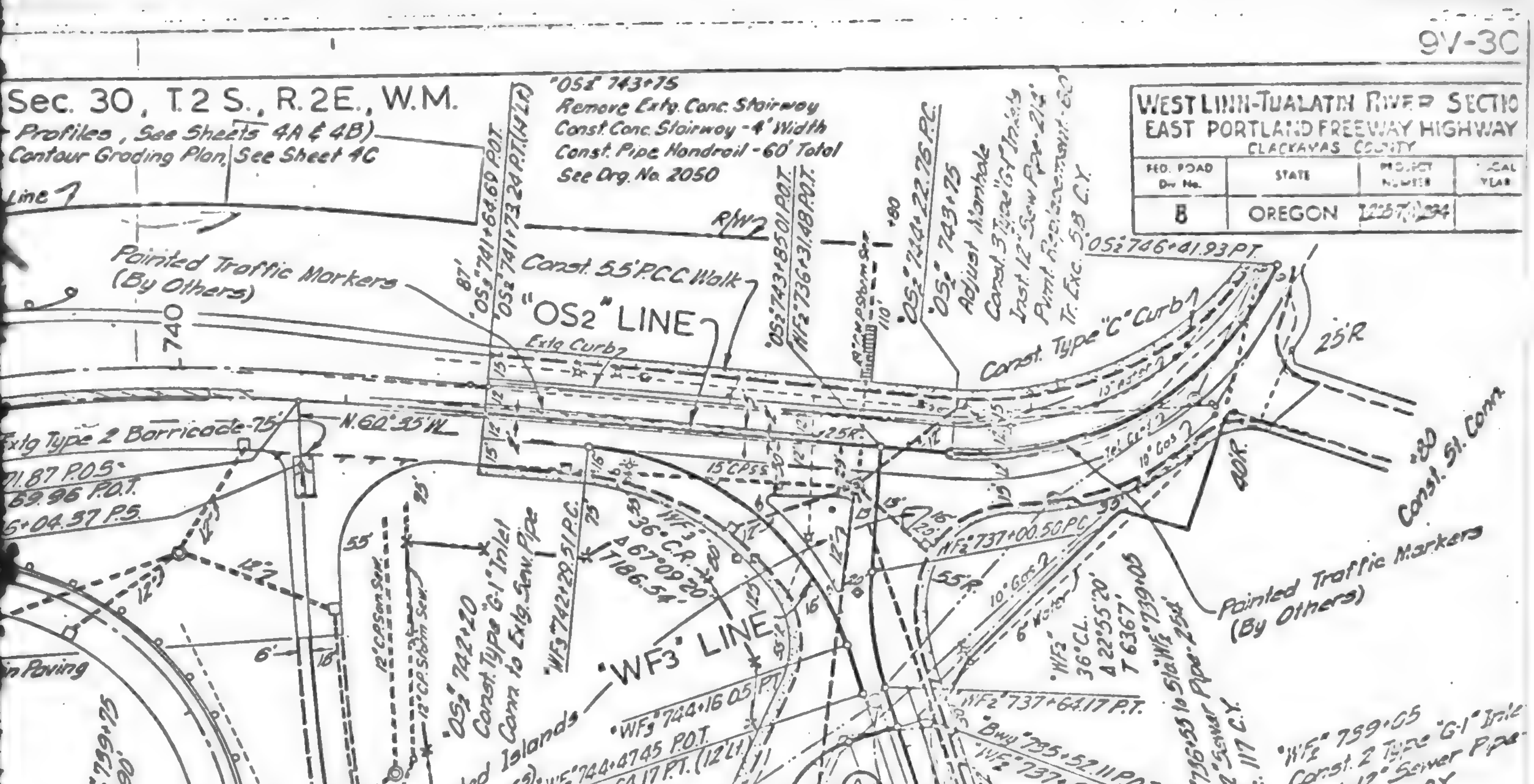
By

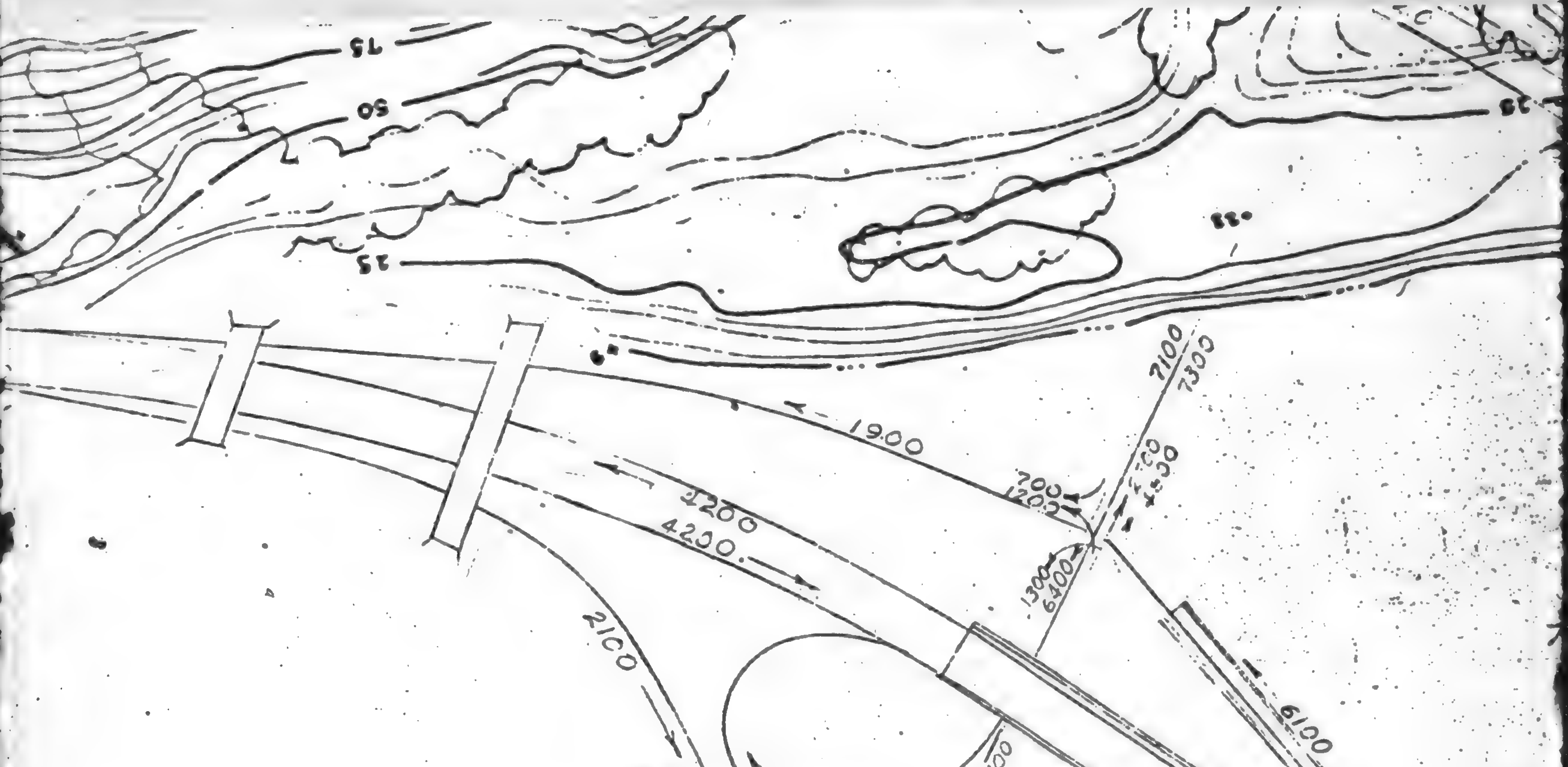
F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:mk srb
Atts.


Sec. 30, T.2 S., R.2E., W.M.
For Profiles, See Sheets 4A & 4B
For Contour Grading Plan, See Sheet 4C
"OS2" 743+75
Remove Extg. Conc. St
Const. Conc. Stairway
Const. Pipe Handrail
See Drg. No. 2050
R/W
NGE
Access Control Line
Painted Traffic Markers (By Others)
"OS2" 741+64.69 P.O.T.
"OS2" 741+73.24 P.T. (14' Lt.)
Const. 5.5' P.C.C. Walk
"OS2" LINE
Extg Curb
"B3" LINE
740
N.60°35'W.
Remove Extg Type 2 Barricade-75'
"OS2" 740+71.87 P.O.S.
"B3" 735+69.96 P.O.T.
"B3" 736+04.37 P.S.
12" 7
10" 7 "B3" 737+00 Begin Paving
6'
16'
55'
12" C.P. San Sew.
12" C.P. Storm Sew.
"OS2" 742+20
Const. Type "G-1" Inlet
Conn. to Extg. San. Pipe
"WF3" 742+29.51 P.C.
"WF3"
36° C.R.
Δ 67°09'20"
T 186.54'
"WF3" LINE
Painted Islands (By Others)
"WF3" 744+16.05
"WF3" 744+47.45 P.O.T.
"WF3" 731+64.17 P.T. (12' Lt.)
HIGHWAY
OSWEGO
735
Sta. 737+35 to Sta. 739+70
Inst. 12" Sewer Pipe-235'
Tr. Exc. 97 C.Y.
Sta. 739+70 to Sta. 742+00
Inst. 12" Sewer Pipe-230'
Tr. Exc. 93 C.Y.
"I"
Δ 30° C.L.
To 30°00'
Ts 1118.17'
L 100' Sp.
S 12°30'
a 0.25
Sta. "B3" 736+85 to Sta. "B3" 739+75
Inst. 12" Sewer Pipe-290'
Tr. Exc. 133 C.Y.
740
"B3" 739+75
Const. Type "G-1M" Inlet
Const. Type "G-1" Inlet
Inst. 12" Sew. Pipe-30'
Tr. Exc. 6 C.Y.
Const. Type 2A Guard Rail-100' Rt.
-50' Lt.
With 2 Anchored Ends
"B3" 740+04.37 P.S.C.
737+40
Const. Type G-1 Inlet
Inst. 12" Sew. Pipe-42'
Tr. Exc. 7 C.Y.
739+70
Const. 2 Type "G-1" Inlets
Inst. 12" Sew. Pipe-42'
Tr. Exc. 7 C.Y.
"B3" LINE
Const. Type "C" Curb
"BWY" LINE
"B3" 741+03.47 P.O.C.
"Bwy" 739+44.06
Bwy 742+00
Const. 2 Type
Inst. 8" San.
Inst. 12" S
Tr. Ex.
739+23.90 P.S.C.
8" C.P. San. Sew.
6" San.
"Bwy" 740+92.13 P.O.T.
"L" 740+92.13 P.O.C.
Const. Type "C" Curb
Remove Type 2 Barricade-50'
Sta. "D" 734+45 to Sta. "D" 736+35
Inst. 36" Sewer Pipe-190'
Tr. Exc. 143 C.Y.
S.56°01'W.
Const. Conc. Median Barrier
For Details, See Sheet 2H
Sta. "D" 736+35 to Sta. "D" 73
Inst. 36" Sewer Pi
Tr. Exc. 316




75
50
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ORE 43
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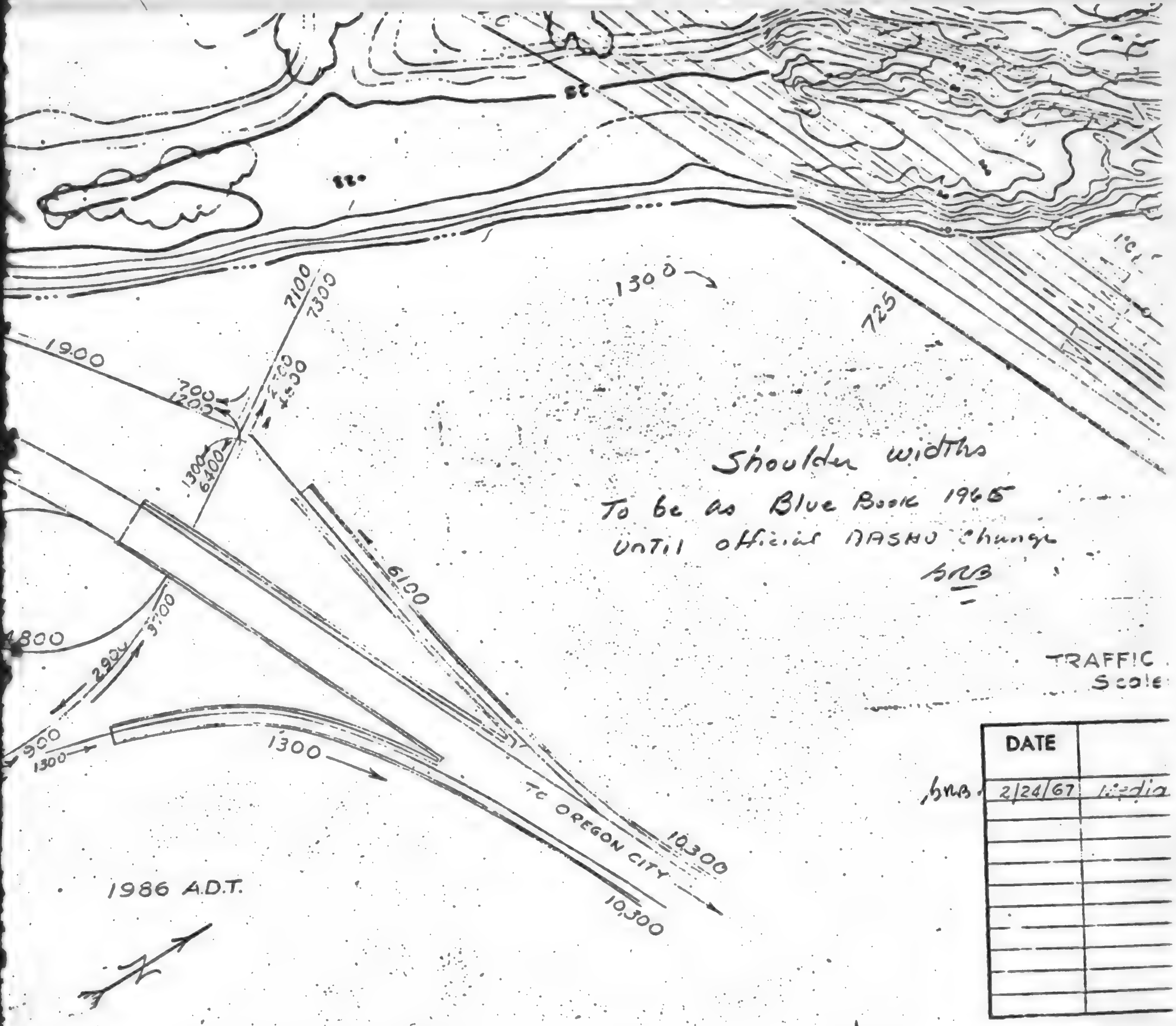
TO OREGO
WILLAMETTE
1986 A.D.T.
N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1986 A.D.T.

Shoulder widths
To be as Blue Book 1965
Until official AASHO Change
SRB

TRAFFIC
Scale

DATE	
2/24/67	Media

SRB.

[illegible]

FOR [illegible]

August 12, 1970

Oregon State Highway Commission

Gentlemen:

As overrun is expected on the West Linn-Tualatin River project, Contract No. 7150, covering a section of the East Portland Freeway in Clackamas County. Gibbons and Reed and Al Johnson Construction Company are the contractors. Present estimate of the total project cost is $11,617,631.30 which reflects an expected increase of $771,041.69 or 6.6 percent of the original authorization.

This increase can be attributed to the massive slide problem which developed in the large cut in the southerly part of West Linn. This slide problem has required the immediate removal of several hundred thousand yards of material and extensive adjustment of water supply facilities for the City of West Linn which were disrupted by the slide movement. The unstable area involved in this slide work is of major proportions. A large amount of additional material from the area will be removed and used as embankment in the construction of the adjacent Gladstone Interchange-Oregon City Interchange Unit of the East Portland Freeway under a separate contract.

This matter will be on the agenda for your consideration at the August 18 meeting and I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

JAB:fw fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1970

SUBJECT: West Linn-Tualatin River Section
Contract No. 7150
Request for Overrun of Project Authorization

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The subject project is now expected to overrun an estimated $771,000 or 6.6 percent, as detailed on the attached Form E-372. This is basically due to the massive cut slide which developed in the vicinity of West Linn. Three major work items added to the contract are directly related to the slide. The direct removal costs now estimated at $531,000+ exceed the $50,000 set up for anticipated slide correction work in the project authorization by over $481,000.

Unanticipated work on the City of West Linn water supply facilities will amount to over $179,000. This consists of $71,000 to relocate a 10-inch water main last year and over $108,000 to prepare a site and construct a new reservoir for the City to replace the one that was damaged by the slide movement.

The third major added item which currently appears as a charge against this project is the work at Nyberg Interchange which utilizes slide material originating on this project. This amounts to $397,000, an unsegregated part of which would have had to have been spent for disposal of the slide material somewhere in any event.

These three major items amount to $1,057,000. Expected underruns on the regular contract work reduce the net expected overrun of the project to the $771,041.69 as shown on the form. A rough draft letter to the Highway Commission requesting this overrun is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIV
AUG 10 19
OFFICE O
STATE HIGHWAY E

JAB:fw
Attach.
cc V. L. Gallagher

Form E-206—5M

STATE COPY C-11

APPROVED EFFECTIVE DATE 8-4-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-14-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn--Tualatin River
Highway East Portland Freeway
County Clackamas
Contractor Gibbons & Reed Co. -- Al Johnson Const. Co.
Address P. O. Box 13388, Portland, OR 97213

Date ~~August 3~~ 1970
~~U. S. BUREAU OF PUBLIC RDS.~~
Contract No. 7150
Prefix 603-1002
F. A. Project No. I-205-7(11)294
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Demolish building foundation, breakup A. C. parking lot. Load and haul same to disposal area.

Location by station numbers:

Lt. "B3" 737+00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Equipment	$ 900.00
Labor	600.00
TOTAL	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization. Demolition of this building site and parking area will allow topsoil to be placed in this area in preparation for forthcoming landscape contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

NOTED
TOM EDWARDS

Project authorization	$ 11,617,631.50
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 12,325,000.00
Expected ~~under-run~~ over-run amount	$ * 707,368.50
Expected ~~under-run~~ over-run per cent	6.1
*F. A. Project No. I-5-5(16)291	$ 117,790.00

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Assistant State Highway Engineer or~~ Construction Office Engineer

original to construction 8/21/70

SP*23577-734

AUG 6 - 1970

4539

FILED

CLAY MYERS

Files

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 29, 1970

Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Attention: Dean P. Gisvold

Gentlemen:

This is to acknowledge receipt of your letter of July 21 and attached Notice of Claim on behalf of Stone Machinery Company stating that L. S. Natusek (subcontractor) owes them for equipment rentals and freight charges in the amount of $264,004.96 plus interest.

This appears to be in reference to the Gibbons and Reed Company and Al Johnson Construction Company Contract No. 7150 for grading, paving, structures, signing, and illumination on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

NOTED ON CARD
8-3-70 des

The Travelers Indemnity Company and Continental Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

RECEIVED
JUL 31 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gibbons and Reed Co.
  and Al Johnson Constr. Co.
The Travelers Indemnity Company
Continental Insurance Company
Hon. Clay Myers - Please acknowledge receipt of the
  attached claim on the enclosed copy
  of this letter.

NOTICE OF CLAIM

TO: State of Oregon, by and through its
State Highway Commission

Notice is hereby given that Stone Machinery Co. has a claim for:

Equipment Rentals	$261,838.00
Freight Charges for Return of Rental Equipment	2,166.96

furnished by Stone Machinery Co. to L. S. Matusek in the sum of $264,004.96, together with interest at the rate of 6% per annum from the date each rental payment was due or charges made. The aforementioned items were furnished at the special instance and request of L. S. Matusek, a subcontractor of Gibbons & Reed Company and Al Johnson Construction Company, a joint venture, the general contractor.

Stone Machinery Co. makes this claim against the performance bond dated August 19, 1968, taken from Gibbons & Reed Company and Al Johnson Construction Company as principals and The Travelers Indemnity Company and the Continental Insurance Company as sureties for the work on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County Contract No. 7150.

DATED this 13th day of July, 1970.

STONE MACHINERY CO.

By
W. L. Minnick

STATE OF WASHINGTON)
) ss. July 13, 1970
County of WallaWalla)

Personally appeared W. L. Minnick, who being duly sworn did say that he is the vice-president of Stone Machinery Co., and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Washington
My Commission expires: 6/22/72

RECEIVED
JUL 23 1970
OREGON
STATE HIGHWAY COMMISSION

~~225 7777 204~~

7150

Form E-206—436

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-6-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-28-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name	West Linn--Tualatin River	Date	July 27 1970
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed Co. — Al Johnson Const. Co.	F. A. Project No.	I-205-7(11)294
Address	P. O. Box 23308, ~~[illegible]~~ Portland, OR 97213	Order No.	12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Backfill, shape slope, and fine grade along 1,400 lineal feet of concrete retaining wall at sound berm barrier mounding in vicinity of the Blankenship Structures.

2. Construct 4 concrete transitions from structure end post section to berm wall section.

Location by station numbers:

"L" 915+00 thru 923+00

Estimate of quantities and cost:

1.	Equipment	$1,512.00
	Labor	576.00
2.	5 cubic yards Concrete at $150.00/CY	750.00
	TOTAL	$2,838.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Sound berm work subsdquent to contract letting. The major portion of the berm barrier work to be performed by price agreement. However, due to the contractor's uncertainity as to what the State backfill requirements behind the berm wall might be and because of the difficult forming required in the concrete transition construction, this work to be performed on an extra work basis. *This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and ~~one~~ two to the resident engineer.

Project authorization	$~~11,617,631.50~~	12,388,673.19
Present estimate of project cost, including $2,838.00 for work under this order	$12,325,000.00	
Expected ~~under-run~~ over-run amount	$~~*707,368.50~~	NOTED TOM EDWARDS
Expected ~~under-run~~ over-run per cent	~~6.1~~	
*F.A. Project No. I-5-5(46)291---$ 417,790.00		

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

10-29-70

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer

SP*23577-734

[illegible]
7150

Form E-372 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project West Linn--Tualatin River　Date July 24, 1970

Highway East Portland Freeway　Contract No. 7150

County Clackamas　Kind of Work Grading-Paving, Structures, Signing & Illumination　Contractor Gibbons & Reed Company -- Al Johnson Const. Company

	Authorized	Estimated
Contract Amount	$10,005,325.00	$ 9,810,358.52
Anticipated Items	325,900.00	1,032,225.77
Contingency (4½%)	464,905.26	662,414.45
Engineering	826,498.24	912,190.16
Credits	5,000.00	28,515.71
PROJECT COST	$11,617,631.50	$12,388,673.19

NET INCREASE $ 771,041.69 = 6.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) 6. General Exc., Unclass.	642,250.00	-22,750.00
(C) 11. Trench Excavation	114,000.00	+19,380.00
(C) 17. Lime-Treated Subgrade	15,000.00	-51,710.00
(C) 18. Lime for Treated Subgrade	26,320.00	-78,680.00
(C) 26. 1"-0 Gr. Mat'l in Stockpile	254,160.00	-27,440.00
(C) 42. Concrete Median Barrier	0.00	-77,950.00
(C) 115. Furnish 14" Prestressed Piling	133,619.20	+22,299.20
(C) 140. Mortar Rubble Masonary Wall	0.00	-39,150.00
(U) E.W.O. #1, 3, 5, 7, 12, 16; City of West Linn	445,891.23	+215,891.23
(A) E.W.O. #7, 8, 9; F.A. #9, 14, 21, 23; Slide Correction	531,162.66	+431,162.66
(U) See Back of Sheet	662,414.45	+197,509.19

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-18-70

Principal reasons for overruns (Continue on reverse side): Overrun caused by slide removal costs, the addition of [illegible] Interchange construction to the contract, and rebuilding of the City of West Linn's reservoir and its appurtenances.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ray T Hein
Resident Engineer

Noted by
Construction ~~or Bridge~~ Engineer

Confirmed by
Division Engineer

Noted by
Deputy ~~or State~~ Highway Engineer

SP*23709-734

UNANTICIPATED ITEMS

PRICE AGREEMENTS

1.	Self-Lube Plates	$ 2,836.41
2.	Stone Base & 3/4 by Neat Section	5,825.17
3.	Add. Concrete & Steel	18,251.22
6.	Quarry-Run Dice Rock	1,083.18
8.	Special Manhole	1,250.00
15.	Rubble Wall Sub.	21,621.60
16.	Subs. Conc. Median Barrier	28,350.00
17.	Expansion Joint Extension	204.00
18.	Rev. Plates and Footings	190.00
19.	Trash Rack	1,056.00
20.	Nyberg Interchange	354,698.60
22.	Rev. Rest Area Illumination	3,028.13
26.	Litter Receptacles	1,081.00
28.	Rock Veneer	5,172.50
29.	Saw Joint and Brooming	21,600.00
30.	Gunite at Sunset	1,380.00

EXTRA WORK ORDERS

2.	Adjust Mail Boxes	$ 480.00
3.	Extra Clearing	12,000.00
4.	Plug Wells	165.32
5.	Move Piling	350.00
6.	Rehandle Piling	500.00
10.	Nyberg Flagging	15,000.00
11.	Revise Guard Rail Connection	1,100.00

STATE FORCE ORDERS

4.	Temporary Striping	$ 4,000.00
10.	Move Piling	1,100.00
11.	Furnish Locks	54.63
13.	Maintain County Road	28,000.00
14.	Permanent Striping	2,815.30
15.	Spray Poison Oak	600.00

OTHERS (PENDING)

Concrete Guard Rail	$ 20,000.00
West Linn Streets Signing	6,000.00
FUTURE CONTINGENCIES	$102,621.39
	$662,414.45

RECEIVED
JUL 16 1970
FOR FILING

1859

[illegible] 294

7150.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 6, 1970

City of West Linn
City Hall
West Linn, Oregon 97068

ATTENTION: Richard W. Dippner

Re: Engineering Services
Replacement of Willamette Reservoir
City of West Linn
West Linn-Tualatin River Section
East Portland Freeway
Project No. I-205-7 (11) 294
Contract No. 7150

NOTED
A. E. JOHNSON

Gentlemen:

Addendum No. 2 to the agreement between the City of West Linn and Cornell, Howland, Hayes & Merryfield (CH_2M), dated June 7, 1967, covered all engineering services rendered to the City of West Linn regarding the slide damage to the City's facilities. Our letter dated August 21, 1969, approved (effective June 11, 1969) Addendum No. 2, except for the State's reimbursement of engineering services involved in the relocation and/or repair of the Willamette Reservoir. Our letter dated September 3, 1969, approved, effective August 21, 1969, preliminary engineering for the Willamette Reservoir. Inasmuch as the highway slide caused the damage to the reservoir, and investigations conducted by CH_2M were pertinent to all of the City's facilities damaged by the slide, it is reasonable to consider the effective date of preliminary engineering for the relocation and/or repair of the Willamette Reservoir as being the same date as that for the remainder of Addendum No. 2 (June 11, 1969).

Addendum No. 3 to the agreement between the City of West Linn and CH_2M, dated June 7, 1967, is hereby approved by the State and the Bureau of Public Roads. Since Addendum No. 3 also covers preliminary engineering for the Willamette Reservoir, it is noted that the approval date for the preliminary engineering is June 11, 1969. This will confirm the date of April 7, 1970, the date of award of the construction contract, as being the effective date for all construction engineering involved in the replacement of the Willamette Reservoir as authorized by the City-State Agreement dated March 17, 1970.

NOTED
F. B. KLABOE

Reimbursement for preliminary engineering work performed on and subsequent to June 11, 1969, and for construction engineering work performed on and subsequent to April 7, 1970 will be made subject to the provisions of PPM 40-6 and 30-4 upon receipt of your statement of charges.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad and Utility Engineer

PGP:ss
cc: R. E. Simpson
F. B. Klaboe
L. H. Young
V. E. Skoog
L. W. Rulien
R. H. Rumbolz

cc: CH_2M - Portland
ATTN: James E. Baker

RECEIVED
JUL 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1970
FOR FILING

FORM PR-1240 (REV. [illegible])

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(11)294

STATE PROJECT NO. WEST LINN-TUALATIN RIVER

COUNTY NAME: CLACKAMAS

PROGRAM NO.

ITEM NO.

PROGRAM STAGE (*Check*) ☐ 1 ☒ 2

FROM:
MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUN 2 [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE: F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE DECEMBER 4, 1968	FEDERAL ROUTE NUMBER INTERSTATE ROUTE #205 STATE ROUTE NUMBER EAST PORTLAND FREEWAY

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 28, 1968 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF WEST LINN'S WATER MAIN EFFECTIVE DECEMBER 4, 1968. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $5,593.18 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED OCTOBER 15, 1966 AND SUPPLEMENTS THERETO.

WE APPROVE THE AGREEMENT WITH THE CITY OF WEST LINN CONSISTING OF YOUR DECEMBER 5, 1967 UTILITIES AND RAILROAD ATTORNEY'S LETTER AND THE MAY 17, 1970 CITY-STATE LETTER FORM SUPPLEMENTAL THROUGHWAY AGREEMENT, THE CITY OF WEST LINN'S DECEMBER 23, 1968 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JUNE 4, 1970 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

Young
6-24-70

DATE: JUNE 23, 1970

SIGNATURE OF APPROVING OFFICIAL: A. Green

TITLE: For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 22 1970
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)294

7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 16, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
Relocation and Repair of City of West Linn's
Water System - Addendum #3

June 11, 1969 was established as the eligibility date for Federal participation in the costs of the repair or replacement of those City of West Linn's water facilities damaged by a massive slide on the subject project. The City of West Linn elected to extend their agreement with the engineering firm of Cornell, Howland, Hayes & Merryfield to obtain whatever engineering services might be needed to cover that work. On August 5, 1969 we approved Addendum #2 of the existing consultant agreement to cover whatever preliminary engineering may be needed to provide a remedy for the damage caused by the slide and to develop PS&E documents necessary to let a contract to accomplish that remedy.

Addendum #3 as transmitted with Mr. Preston's June 5, 1970 memorandum has been reviewed and is found satisfactory to provide the construction engineering needed to supervise the construction of the steel reservoir replacing a concrete reservoir damaged by the slide. As stated in our March 6, 1970 memorandum, we approve the use of the consultant engineer for construction engineering. This approval is effective April 7, 1970, the date of the award of the construction contract.

6-22-70

REFERRED TO
Young Morgan
Hwy. Engr

RECEIVED
JUN 17
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-306—5M

I-205-7(11)294
7150

STATE COPY G-11P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
Dist. Engineer
TITLE
DATE 6-25-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn--Tualatin River
Highway East Portland Freeway
County Clackamas
Contractor Gibbons & Reed Co. -- Al Johnson Const. Co.
Address P. O. Box 13388, Portland, OR 97213

Date June 12 1970
Contract No. 7150
Prefix 603-1002
F. A. Project No. I-205-7(11)294
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install Revised Structure Guard Rail connections as detailed on State Drawing No. 24846.

NOTE F. L. [illegible]

RECEIVED
JUN 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Br. 9728 & 9728A	Sta. 861
Br. 9734 & 9734A	Sta. 919
Br. 9735 & 9735A	Sta. 956
Br. 9736	Sta. 1004
Br. 9737A	Sta. 1010

Estimate of quantities and cost:

14 "ON" Connections at $65.00 each	$ 910.00
2 "OFF" Connections at $45.00 each	90.00
Install 10 Concrete Anchors at $10.00 each	100.00
Estimated Total	$1,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Revision to bridge end post guard rail connection subsequent to contract letting. Wor performed by extra work when unable to justify contractor costs to perform work by price agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,617,631.50	
Present estimate of project cost, including $ 1,100.00 for work under this order	$ 13,325,000.00	
Expected ~~under-run~~ over-run amount	*$ 707,368.50	
Expected ~~under-run~~ over-run per cent	6.1	
*F.A. Project No. I-5-5(46)291	$ 417,790.00	

Submitted by: Resident Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Deputy State Highway Engineer 6-30-70

RECEIVED
JUN 16 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

[illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7150

June 5, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Replacement of Willamette Reservoir
City of West Linn
West Linn-Tualatin River Section
East Portland Freeway
Project No. I-205-7 (11) 294

Dear Sir:

Attached is one Xerox copy of (a fully executed) addendum #3 to the original Cornell, Howland, Hayes & Merryfield-City of West Linn Agreement dated June 7, 1967. This Addendum covers all engineering services involved in the preliminary study of conditions, design, surveying, supervision and inspection of construction of the Tualatin River Reservoir No. 1, City of West Linn, Oregon, which replaces the Willamette Reservoir.

Addendum No. 2 to the above mentioned agreement in its original form covered all engineering services involved in the preliminary study, design, and supervision of construction rendered to the City of West Linn with regard to the construction of a bypass pipe line on Willamette Falls Road and also all engineering service involved in the relocation or repairing of the Willamette Reservoir.

Our request to you for approval of Addendum No. 2 deleted any reference to the Willamette Reservoir, since the State's responsibility for the reservoir had not been established. Later, by an exchange of correspondence, the City was authorized by the State and the Bureau of Public Roads to investigate the cause, extent of damage to the Willamette Reservoir and design of corrective measures necessary.

However, the City has inadvertently included preliminary engineering for the design of the Willamette Reservoir in Addendum No. 3. It would cause additional work and delay to revise this addendum. We can see no harm in this additional provision being included in Addendum No. 3 as long as it is noted that Preliminary engineering was authorized effective June 11, 1969.

Cornell, Howland, Hayes & Merryfield has continuing contracts with, among others, Clackamas Water District and the City of West Linn. The consultant's standard charge, on a continuing contract basis, is payroll costs plus 100% of such payroll costs for general overhead and fee. This system was used on an emergency basis for all preliminary work covered by Addendum No. 2 and the above mentioned correspondence.

Representatives of the State worked closely with the consultant during much of the preliminary work, and found no indication that the consultant was inclined to use an excessive number of men or perform the work inefficiently. On the contrary, they appeared to have a backlog of work, and used, in most instances, a minimum crew.

Since the estimated construction engineering costs to be performed by CH_2M is only $4,200, and our past experience with them has been excellent, we feel the proposed agreement is in the public interest.

Your letter dated March 6,1970, authorized, among other items, the use of CH_2M for construction engineering subject to the submission of an acceptable supplemental engineering agreement.

Your approval of this Addendum effective April 7, 1970, (the date of award of the City's contract) is requested. Also in the interest of clarity, we would appreciate your notation the PE included in Addendum No. 3 was approved effective June 11, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

PGP:fw:ss
Enclosure
cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JUN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1970

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR

I-205-7(11)294

-1150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 25, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(46)291
Nyberg Road Interchange Section, Pacific Highway
Oregon Project I-205-7(11)294
West Linn - Tualatin River Section, East Portland Freeway
State Force Order No. 13, Supplement No. 1
Total Estimated Amount of the Order (Including Supplement) $28,000
Federal Participation $25,832.

Reference is made to your letter dated May 13 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is of an intermittent and uncertain nature and is too small to warrant a separate contract.

The work order establishes a unit price basis of payment that will be supported by State records.

Reimbursement is to be made on an agreed unit price basis. A signed copy of the order is returned herewith.

Enclosure
Supplement #1 to SFO #13

5-29-70

REFERRED TO Morgan w/ enc.

RECEIVED
MAY 27
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A-705—534

STATE COPY

G-2P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE
Contingent upon modification of project agreement if additional funds are required

BY
TITLE Dist. Engineer
DATE 5-25-70

S U P P L E M E N T A L #1

Order No. 15

U. S. BUREAU OF PUBLIC ROADS

Project Name West Linn - Tualatin River ✓

Date April 23 1970

Highway East Portland Freeway ✓

Contract No. 7150 ✓

F. A. Project No. ~~I-205-7(11)294~~ I-5-5(46)291 ✓

County Clackamas ✓

Prefix ~~634-1044~~ 603-1002

Account No. 259-13 ✓

Description of Work To Be Done:

Asphalt concrete patching as necessary to maintain county road.

Location by Station Numbers:

County Highway 212 from City of West LInn to Meridian Road.

Estimate of Quantities and Costs:

Asphalt Concrete Patching --- ORIGINAL ORDER	500 tons	@ $10.00/ton	... 5,000 ✓
Additional Requested	2300 tons	@ $10.00/ton	...23,000 ✓
TOTAL			$28,000 ✓

Explanation: Since this is specialized work, state forces are better equipped to prosecute same. This work is necessary to forestall a load limit being set by Clackamas County which would effectively curtail the haul of embankment material from West Linn to Nyberg Road Interchange.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$11,617,631.50 ✓	
Present estimate of project cost, including $23,000 ✓ for work under this order	$12,285,000.00	
Expected ~~underrun~~ over-run (amount)	$ * 667,368.50	
Expected ~~underrun~~ over-run (per cent)	5.7	

Space to right of this line is for use of Salem Office

F.A. Project No. I-5-5(46)291 -- $417,790.00

Submitted by: Roy T. Heinz
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
for
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer ~~or Office Engineer~~.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing

MAY 28 1970

FOR F

Form FHWA

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 21, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
East Portland Freeway
State Force Order No. 15
Total Estimated Amount of the Order - $600
Federal Participation - $553

Reference is made to your letter dated May 14 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. The work is of a very selective and intermittent nature.

2. The State has trained men and specialized equipment to perform the work most economically at the best possible timing.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 15

Morgan w/enc.
5-27-70

RECEIVED
MAY 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100-98

STATE COPY

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 5-21-70
U. S. BUREAU OF PUBLIC ROADS

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 21-155

Project Name West Linn-Tualatin River
Date May 7, 1970

Highway East Portland Freeway
Contract No. 7150
F. A. Project No. I-205-7(11)294

County Clackamas
Prefix 603-1002
Account No. 279-15

Description of Work To Be Done:

Elimination of poison oak by spraying.

Location by Station Numbers:

Rt. "LS" 785± to 805±

Estimate of Quantities and Costs:

Labor	$ 375.00
Equipment	160.00
Material	65.00
	$ 600.00

Explanation: Contractor not equiped to do this work. Requires selective spraying to preserve the native Oregon Grape. This work is confined to the Rest Area.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	11,617,631.50
Present estimate of project cost, including $600.00 for work under this order	12,285,000.00
Expected ~~under-run~~ over-run (amount)	* $ 667,368.50
Expected ~~under-run~~ over-run (per cent)	5.7

*F.A. Project No. I-5-5(46)291--$417,790.00

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heim
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
for Construction Engineer ~~&~~ ~~Bridge Engineer~~

Approved: H. L. Decker
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
~~Office~~ Engineer.
for Construction

RECEIVED
MAY 15 1970
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 13, 1970

In reply refer to: 08-35-DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-5-5(46)291
Nyberg Road Interchange Section, Pacific Highway
Oregon Project I-205-7(11)294
West Linn - Tualatin River Section, East Portland Freeway
State Force Order No. 13
Total Estimated Amount of the Order - $5,000
Federal Participation - $4,613

Reference is made to your letter dated May 5 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is of an intermittent and uncertain nature and is too small to warrant a separate contract.

The work order establishes a unit price basis of payment that will be supported by State records.

Reimbursement is to be made on an agreed unit price basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 13

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

5-15-70
REFERRED TO
Morgan w/enc.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-166—5M—10-56

STATE COPY

G-21

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-13-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name West Linn—Tualatin River Date April 16 1970

Highway East Portland Freeway Contract No. 7150 F. A. Project No. ~~I-205-7(11)294~~ I-5-5(46)291

County Clackamas Prefix ~~634-1044~~ 603-1002 Account No. 259-13

Description of Work To Be Done:

Asphalt concrete patching as necessary to maintain county road.

Location by Station Numbers:

County Highway 212 from City of West Linn to Meridian Road.

Estimate of Quantities and Costs:

Asphalt Concrete Patching .... 500 tons at $10.00/ton .... $5,000.00

Explanation: Since this is specialized work, State Forces are better equipped to prosecute same. This work is necessary to forestall a load limit being set by Clackamas County which would effectively curtail the haul of embankment material from West Linn to Nyberg Road Interchange.

This work started 4-15-70 as per telephone approval from Salem.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $5,000.00 for work under this order	$12,285,000.00
Expected ~~under-run~~ over-run (amount)	$* 667,368.50
Expected ~~under-run~~ over-run (per cent)	5.7
F.A. Project No. I-5-5(46)291 --	$417,790.00

Space to right of this line is for use of Salem Office

Submitted by: Ray T. Hein Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: for Construction Engineer ~~or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~
for Construction Engineer

~~This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.~~

State P[illegible] 98377

RECEIVED
MAY 14 1970

I-[illegible]
7150

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 11, 1970

In reply refer to: 08-35-DA-1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
Morgan
w/enc.
5-14-70

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
East Portland Freeway
State Force Order No. 14
Total estimated amount of the order - $2,815.30
Federal participation - $2,623.77

Reference is made to your letter dated May 5, 1970 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an agreed unit price basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 14

RECEIVED
MAY 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—3M

STATE COPY

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-12-70
U. S. BUREAU OF PUBLIC ROADS

G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name West Linn--Tualatin River Date April 21 1970

Highway East Portland Freeway Contract No. 7150 F. A. Project No. I-205-7 (11)294

County Clackamas Prefix 603-1002 Account No. 278-14

Description of Work To Be Done:

Permanent Striping

Location by Station Numbers:

Throughout Project 735+50 to 1019+65

Estimate of Quantities and Costs:

ITEM	UNIT PRICE	EST. QUAN.	APPROX. AMT.
4" Beaded Skip	$35.50/mile	12.0 miles	$ 426.00
4" Beaded Solid	$68.00/mile	0.5 miles	34.00
3" Beaded Solid	$56.60/mile	25.5 miles	1,443.30
Pavement Legends	$38.00/hour	24.0 hours	912.00
			$2,815.30

Explanation:

Contractor not equipped to do this type of work.
Charges under this order will be made at agreed unit prices in effect at the time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,617,631.50	
Present estimate of project cost, including $ ~~XXXX~~ 2,815.30 for work under this order	$ 12,285,000.00	
Expected ~~under-run~~ over-run (amount)	$ * 667,368.50	
Expected ~~under-run~~ over-run (per cent)	5.7	
*F.A. Project No. I-5-5(46)291 -- $417,790.00		

Submitted by: Roy T. Heu...
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer

I-205-7(11)
150

STATE COPY

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-13-70
U. S. BUREAU OF PUBLIC ROADS

Project Name West Linn--Tualatin River

Highway East Portland Freeway

County Clackamas

Contractor Gibbons & Reed Co. — Al Johnson Const. Co.

Address P. O. Box 13388, Portland, Oregon 97213

Date 70

Contract No. 7150

Prefix 603-1002

F. A. Project No. I-205-7(11)294

Order No. 9 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct reservoir site and approach road for the City of West Linn as per plans and specifications as supplied by CH2M.

Location by station numbers:

Lt. "SR" 843± to 848±.

Estimate of quantities and cost:

	PREVIOUS	ADDITIONAL	TOTAL
Equipment	$4,200.00	$1,800.00	$6,000.00
Labor	2,100.00	900.00	3,000.00
	$6,300.00	$2,700.00	$9,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This site to provide for replacement of the present facility which was destroyed by slide action. Rates as per A.G.C.--State agreement. An increase in estimated embankment quantities and compaction requirements in a limited work area brought about more trucking and loader time than was originally anticipated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $2,700.00 for work under this order	$12,285,000.00
Expected ~~under-run~~ over-run amount	$667,368.50*
Expected ~~under-run~~ over-run per cent	5.7
*F.A. Project No. I-5-5(46)291 --	$417,790.00

Space to right of this line is for use of Salem Office

Submitted by: Ray T. Hess, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Assistant State Highway Engineer or Chief Engineer

5-14-70

SP*23577-734

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APR 20 1970
FOR FILING

FORM E-30 (REV. 10-69)

I-205-7(11)[illegible]04
7150

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 17, 1970

SUBJECT: Status Report
West Linn Reservoir Project
on the
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County

To:

Memo to the File

From conversation today with the City of West Linn and with their consultant, CH2M, we are informed as follows:

Riverside Construction Company has begun work on Schedule "S" of the contract for "Tualatin Reservoir No. 1". (Fully executed copies of the contract for Schedule "S" and for Schedule "T" are being mailed today to all interested parties). Work on Schedule "S" should be complete by mid-June.

Construction of the tank itself will be complete by mid-July. CH2M expects to have the tank in actual use by the first of August.

Barring strikes, CH2M foresees nothing that would alter the above completion dates. We will receive status reports from them periodically to keep abreast of happenings.

L. W. Rulien
Division Engineer

RHR:fb
cc F. B. Klaboe
F. D. Morgan
R. T. Heinz

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APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

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APR [illegible] 1970
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)294

7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 14, 1970

In reply refer to: 08-35-DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
~~West Linn - Rualatin River Section~~
East Portland Freeway Signing

Edwards

I agree with Mr. Edwards' analysis of the need for signing of local streets as presented in his April 6, 1970 letter. This work should have been included in the contract as a part of street adjustments connected with the freeway construction. Approval of an appropriate extra work order is hereby given as requested subject to price justification.

NOTED
TOM EDWARDS

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Ivan
4-20-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-206—5M

RECEIVED
APR 23 1970
STATE HIGHWAY ENGINEER

I-205-7(11)294
115

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4/24/
Contingent upon ... project agreement ... required
BY E. J. Vallach
TITLE Dist. Engineer
DATE 4-27-70
U. S. BUREAU OF PUBLIC ROADS

Project Name: West Linn--Tualatin River
Date: April 13, 1970
Highway: East Portland Freeway
Contract No. 7150
County: Clackamas
Prefix: 603-1002
Contractor: Gibbons & Reed Co. -- Al Johnson Const. Co.
F. A. Project No. I-205-7(11)294
Address: P. O. Box 13388, Portland, OR 97213
Order No. 3 (Supplement #2)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform Extra Clearing

Location by station numbers:

Throughout project 735+10 to 1019+65

NOTED
F. B. K.

Estimate of quantities and cost:

Labor	$ 8,000.00
Equipment	4,000.00
TOTAL	$12,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Clearing outside of normal limits: ie: Seclective clearing in scenic strips, clearing of overburden for slope layback in solid rock areas, and clearing for added drainage ditches.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization .... $ 11,617,631.50
Present estimate of project cost, including $ 12,000.00 for work under this order $ 12,200,000.00
Expected over-run amount .... *$ 582,368.50
Expected over-run per cent 5.0
*F.A. Project No. I-5-5(46)291 -- $414,790.00

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Harris
Resident Engineer

Approval Recommended: for
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Office Engineer.
Construction

SP*23377-734

Original to Morgan 4/28/70

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APR 13 1970
FOR FILING

4-8-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-205-7(11)294

SECTION: WEST LINN - TUALATIN RIVER SECTION

WORK : REPLACEMENT OF CITY WATER RESERVOIR

COUNTY : CLACKAMAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe

I-205-7(11)294
7150

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: ---

DATE AUTHORIZED: APRIL 8, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE MARCH 17, 1970 CITY-STATE AGREEMENT WITH THE CITY OF WEST LINN TOGETHER WITH THE PLANS, SPECIFICATIONS AND ESTIMATE DELIVERED TO THIS OFFICE BY MR. PRESTON AND TRANSMITTED WITH MR. LITCHFIELD'S APRIL 8, 1970 LETTER.

CONTRACT METHOD OF PERFORMING THE WORK WAS APPROVED ON MARCH 6, 1970.

REIMBURSEMENT ON AN ACTUAL COST BASIS FOR THE CONTRACT AMOUNT OF $80,961.00 IS APPROVED.

THE CITY OF WEST LINN'S RIGHTS IN THIS MATTER ARE SET FORTH IN THE MARCH 17, 1970 CITY-STATE AGREEMENT.

OUR PROGRAM MEMORANDUM DATED MARCH 28, 1968 AUTHORIZED YOU TO PROCEED WITH PREPARTORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE APRIL 8, 1970. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORITION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

OFFICE USE
4-10-70
Young

NOTED
F. B. KLABOE

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-8-70	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 9 - 1970
FOR FILING

4.6.70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-205-7(11)294

SECTION: WEST LINN - TUALATIN RIVER

WORK : ADJUSTMENT OF CITY WATER MAIN

COUNTY : CLACKAMAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-205 7(11) 274
7150

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: ---

DATE AUTHORIZED: MAY 22, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH CITY OF WEST LINN CONSISTING OF YOUR MARCH 17, 1970 SUPPLEMENTAL THROUGHWAY AGREEMENT, THE CITY OF WEST LINN'S MAY 28, 1969 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MARCH 25, 1970 LETTER.

REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,611.48 IS APPROVED.

OUR PROGRAM MEMORANDUM DATED MAY 28, 1968 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE MAY 22, 1969. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

4-9-70

OFFICE USE
Litchfield
Young

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-70	R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 22 1970
FOR FILING

I-205-7(11) 374
715

H Y

3-17-70

March 24, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3919

City of West Linn
City Hall
West Linn, Oregon 97068

Attention: Andy Harila
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the relocated Willamette Reservoir adjacent to Salamo Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement attached)

I-205-7(11)294

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-2P

APPROVED
Contingent upon modification of project agreement if additional funds are required.
By [illegible] Dist. Engineer
TITLE
DATE 1970

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn-Tualatin River

Highway East Portland Freew ay

County Clackamas

Contractor Gibbons & Reed - Al Johnson Const. Co.

Address P.O. Box 13388, Portland, Oregon 97213

Date March 18, 1970

Contract No. 7150

Prefix 634-1044 I-5-5(46)291

F. A. Project No. I-205-7(11)294

Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide for State's Share of Flagging Cost.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project (Nyberg Road Interchange)

Estimate of quantities and cost:

Flagging ---------------------- $ 15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Not provided for in original authorization as this is work which has been added to the contract.

This work started March 11, 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization 11,617,631.50

Present estimate of project cost, including $15,000.00 for work under this order $12,200,000.00

Expected ~~under-run~~ over-run amount ...... * $ 582,368.50

Expected ~~under-run~~ over-run per cent 5

* F.A. Project No. I-5-5(46)291 = $414,790.00

Space to right of this line is for use of Salem Office

4-6-70

Submitted by: Roy T. Hein Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer

RECEIVED
MAR 12 1970

FOR FILING

I-205-7(11) 274
7150

March 11, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the March 17 meeting an agreement with the City of West Linn pertaining to the relocated Willamette Reservoir adjacent to Salamo Road within the city of West Linn.

This agreement limits the State to right-of-way acquisition, rough grading, and monetary participation pertaining to construction of the reservoir. The City is to let and award the contract and supervise construction. Further stipulations in the agreement pertain to a property exchange between the City and the State providing for the State to deed new site property to the City with the City deeding existing site property to the State.

This matter was brought about by the State's construction of I-205 in the vicinity of the existing Willamette Reservoir which caused an unstable condition on the hillside property. The matter has been studied and estimated by CH_2M, a consulting firm, with State and City sanction. The consultant's estimate is as follows:

Site Preparation	$14,000
Reservoir Construction	89,900
Future Site Acquisition	5,100
Total	$109,000

The matter has been approved for Interstate financing by the Bureau of Public Roads.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. D. Morgan
D. J. Barbee
L. W. Rulen
H. S. Cox

DNH:ljt sr

RECEIVED
MAR 12 1970
FOR FILING

I-205-7(11)294
7150

.CNM
LRW CON MIL 2// 30 3-9-70 8/10AM

F B KLABOE

INFO CC F D MORGAN

FOLLOWING IS BEST ESTIMATE OF RESERVOIR COSTS IN WEST LINN--

SITE PREPARATION	$14,000
RESEROIR CONST	89,900
FUTURE SITE ACQUISITION	5,100
GRANT TOTAL	$109,000

L W RULIE

FB¾4.⅛⅞.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

Form FHWA-121 (1[illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 6, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
Replacement of Willamette Reservoir
City of West Linn

In response to Mr. Litchfield's March 3 letter the following actions are taken:

1. The wording of the proposed City-State Agreement appears satisfactory. Formal approval will be given when a fully executed copy is presented which includes a plan and estimate of work to be completed.

2. The use of the consultant CH_2M for construction engineering services will be approved subject to the submission of an acceptable supplement to the existing consultant agreement.

3. The contract method for construction of the reservoir is approved.

4. I concur that no expired service life credit is required for the steel tank reservoir. The normal remaining life of the concrete reservoir would exceed the approximately 40 years design life of the steel tank. Credit will be required, however, for salvageable materials.

3-9-70

REFERRED TO Morgan Young [illegible]
By Asst. State Hwy. Engr.

RECEIVED
MAR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1970
FOR FILING

I-205-1(11) 74

113a

Salem, Oregon
March 5, 1970

Safety Conditions,
West Linn Bridge

Mr. Ivan Merchant
Bridge Engineer
BUILDING

Through contact with the Workmen's Compensation Board, our Safety Section has become involved in an inspection of safety standards on the construction of the West Linn Bridge.

Apparently these safety inspectors have found some unsafe conditions in construction, and there appears to be some confusion as to responsibility between the contractor and the Highway Department--and who is responsible for what.

As you may know, partly as a result of the Management 70s Task Force Study, the Department has been taken to task regarding its safety program--particularly as it relates to personal injuries. As a result, the Front Office has taken a particular interest in improved safety methods, and has directed this Division to take all steps necessary to reduce the rather high level of frequency of personal injuries in Highway operations.

We would appreciate your advice and direction regarding this particular matter of the West Linn Bridge.

Gene Huntley
Personnel Director

GH:ls

cc: Ray Stose

RECEIVED
MAR 6 - 1970
FORM E-30 (12-67)

I- [illegible] -71
71 [illegible] 0

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 3, 1970

NOTED
F. B. KLABOE

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:

Existing Concrete Reservoir
City of West Linn
West Linn-Tualatin Rv. Section
East Portland Freeway
Contract No. 7150

Mr. Klaboe recently requested documentation of the condition of the West Linn reservoir which has been involved in our slide area. Attached in this regard is a copy of a letter from Bud Heinz, a sketch of the reservoir and a tabulation sheet indicating measurements taken at various intervals of time. Also attached is a set of colored pictures taken on February 19, 1970.

It is quite apparent from the pictures and a study of the measurements, as well as other surface features in the area, that the reservoir is rapidly disintegrating and that the ground on which the reservoir sits is disturbed to a point which would preclude reconstruction of such a facility on this site.

RECEIVED
MAR 5 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Porter
By Asst. State Hwy. Engr.
Info

L. W. Rulien
Division Engineer

NOTED
F. B. KLABOE

LWR:fb
Encs.
cc F. B. Klaboe
R. T. Heinz

Routing

1 Morgan	RECEIVED	Pease E
Decker	MAR 4 1970	Swan
Bond	CONSTRUCTION DIVISION	Glenn
Walker		Litchfield
Boehme		Gallagher
Johnson		Stein

File No.
Sheet ___ of ___ Sheets

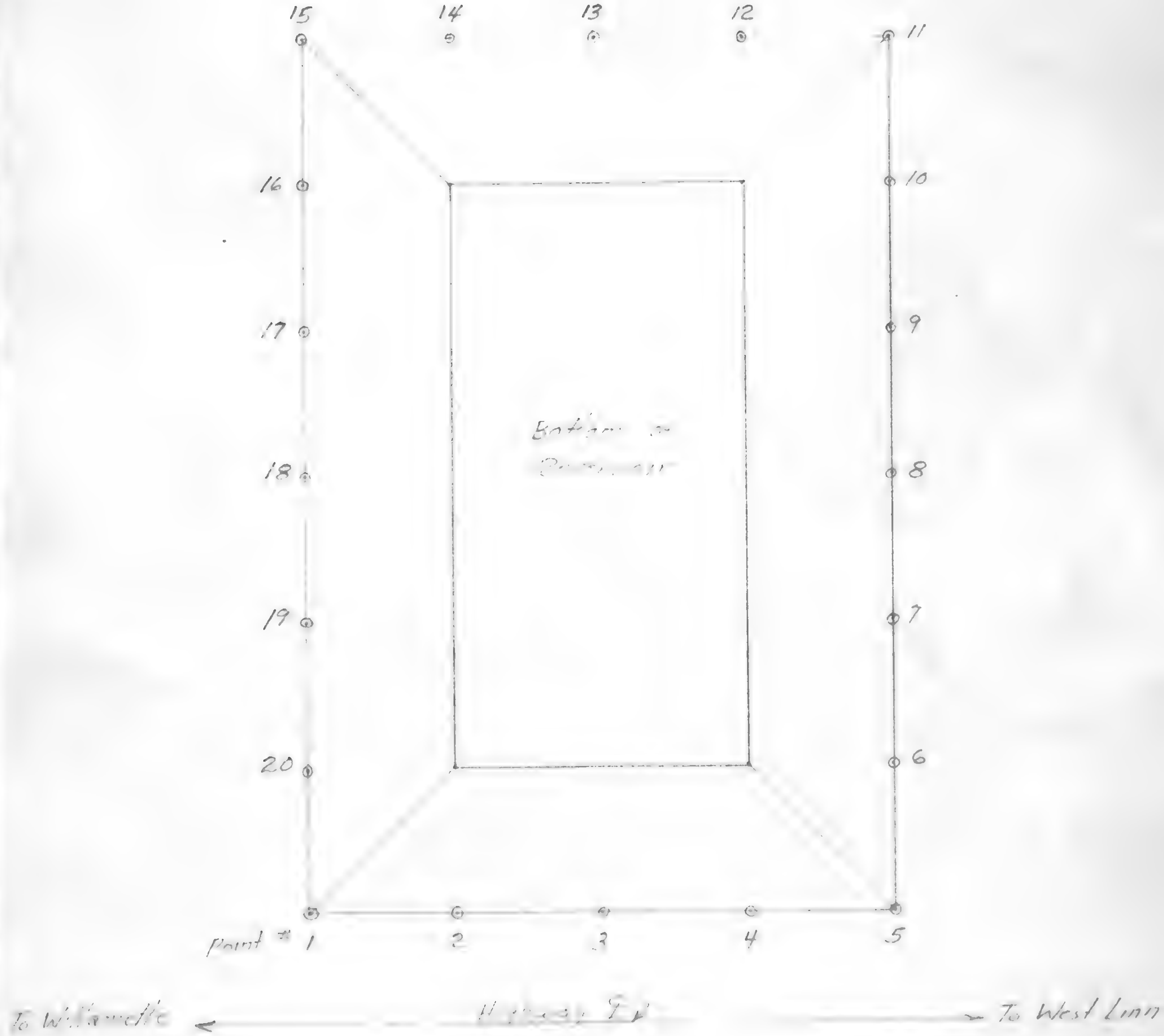
OREGON STATE HIGHWAY DEPARTMENT

Computations for ___

Made by ___ Checked by ___ Date ___ 19__

West Linn - Tualatin River
East Portland Fwy.

West Linn Water Reservoir Movement


15
14
13
12
11
16
10
17
9
Bottom of Reservoir
18
8
19
7
20
6
Point # 1
2
3
4
5
To Willamette
Highway [illegible]
To West Linn

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 **OF** 2 **SHEETS**

West Linn - Tualatin River
East Portland Fwy.

West Linn Water Reservoir Movement

STATE PRINTING		ORIGINAL 6-12-69		11-25-69		12-08-69		12-22-69		1-05-70	
Point		Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz
1		391.69		-0.01		-0.01		-0.05		-0.32	
2		391.53		-0.16		-0.17		-0.37		-0.76	
3		391.50		-0.20		-0.20		-0.45		-0.92	
4		391.45		-0.21		-0.21		-0.49		-1.00	
5		391.47		-0.21		-0.22		-0.51		-1.04	
6		391.53		-0.16	0.15	-0.16	0.16	-0.43	0.36	-0.94	0.80
7		391.55		-0.11	0.01	-0.11	0.01	-0.33	0.01	-0.74	0.03
8		391.56		-0.05	0.01	-0.05	0.02	-0.14	0.02	-0.29	0.01
9		391.56		-0.02		-0.01	0.01	-0.03		-0.03	
10		391.65		-0.01			0.01	-0.01		-0.01	
11		391.68				+0.01					
12		391.68									
13		391.68				+0.01					
14		391.70									
15		391.67									
16		391.71									
17		391.71				+0.01					
18		391.77			0.01	+0.01	0.01				0.01
19		391.75		-0.01					0.01		0.01
20		391.76		-0.01	0.01		0.01		0.01	-0.01	0.02

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

West Linn - Tualatin River
East Portland Fwy.

West Linn Water Reservoir Movement

STATE PRINTING

		1-19-70		1-23-70		1-30-70		2-09-70		2-19-70	
Point		Vert	Horiz.	Vert	Horiz	Vert	Horiz.	Vert.	Horiz.	Vert.	Horiz
1		-0.44		-0.53		-0.65		-0.65		-0.67	
2		-1.11		-1.46		-1.66		-1.69		-1.72	
3		-1.34		-1.72		-1.96		-1.99		-2.01	
4		-1.44		-1.86		-2.11		-2.14		-2.15	
5		-1.53		-1.95		-2.21		-2.24		-2.26	
6		-1.37	1.19	-1.77	1.62	-1.98	1.83	-2.01	1.83	-2.03	1.81
7		-1.12	0.05	-1.48	0.07	-1.69	0.08	-1.71	0.08	-1.73	0.10
8		-0.41	0.01	-0.54	0.02	-0.60	0.03	-0.62	0.03	-0.63	0.10
9		-0.04		-0.04		-0.05		-0.06		-0.08	0.01
10				-0.02		-0.01		-0.03		-0.04	
11		+0.01						-0.01		-0.02	
12				-0.01				-0.01		-0.02	
13		+0.01						-0.01		-0.01	
14		+0.01						-0.01		-0.02	
15		+0.01						-0.01		-0.01	
16		+0.01				-0.01				-0.01	
17		+0.02						+0.01		-0.01	
18		+0.01	0.01	+0.01	0.01	-0.01				-0.01	0.01
19		+0.01	0.01		0.01			+0.01		-0.01	0.01
20		+0.01	0.02		0.02		0.02		0.02	-0.01	0.02

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
February 27, 1970

SUBJECT: West Linn--Tualatin River
East PortlandFreeway
Contract 7150

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland 97202

Enclosed are two (2) sets of colored pictures (15 prints each) and two (2) sets of data showing horizontal and vertical movement in chronological order. These photos and data sheets depict the movement which has taken place in the City of West Linn's concrete reservoir located Lt. of Sta. "Ls " 836± on the subject project. I am submitting these to you as per Mr. Klaboe's request, and ask that you forward a set to him. I am retaining a set in this office.

The purpose of this report is to establish and document the condition of this reservoir prior to its removal so that there will be no question in anybody's mind at some future date as to the necessity of the replacement of this facility. It is anticipated that this concrete reservoir will be removed as part of the slide correction program at some later date, control for this being property acquisition and further slide development.

Roy T. Heinz
Roy T. Heinz
Resident Engineer

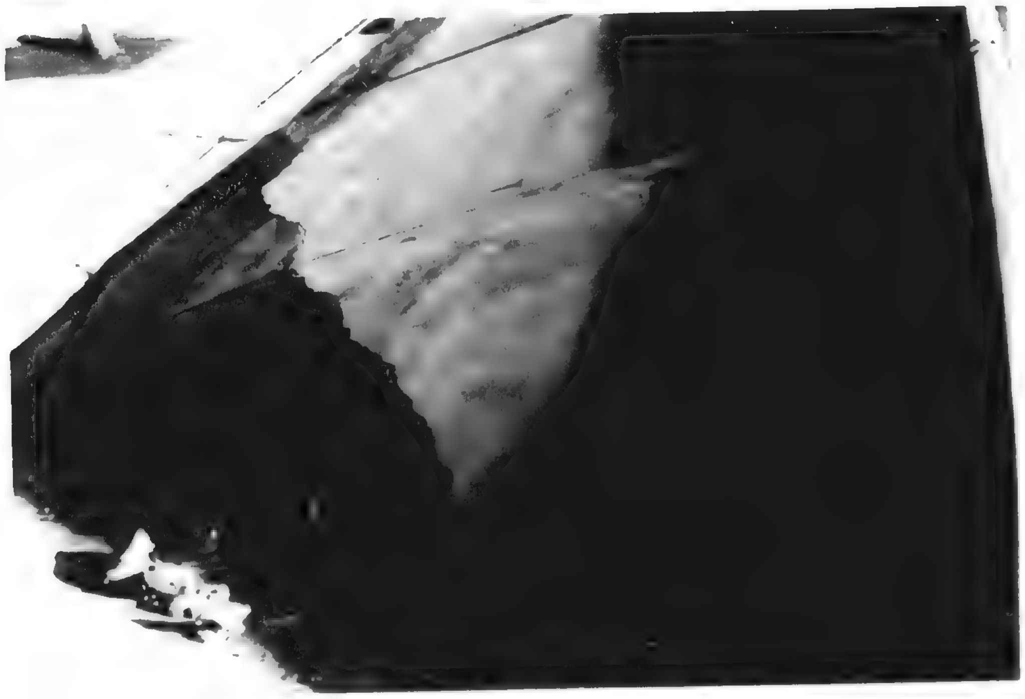
RTH:mcp

Enclosures

☐ DE ☐ ADE ☐ ADE ☐ OE

FEB 27 1970

☐ TE ☐ UE ☐ DES



PROJECT West Linn Tualatin River

PHOTO OR CONTRACT 7150

STATION Rt. Ls 836

2-19-70

R.T. Heinz

REMARKS Slide damage to reservoir

1 of 15

PROJECT West Linn - Tualatin River

7150

Rt. Ls 836

2-19-70

R.T. Heinz

Slide damage to reservoir

2 of 15

PROJECT West Linn - Tualatin River

7150

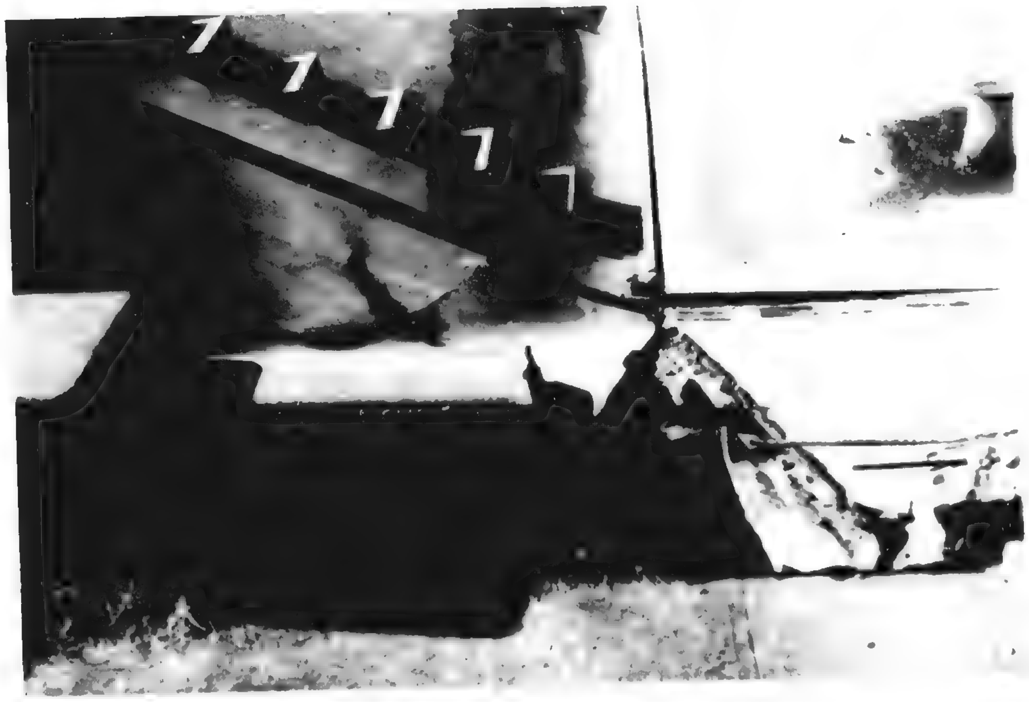
Rt. Ls 836

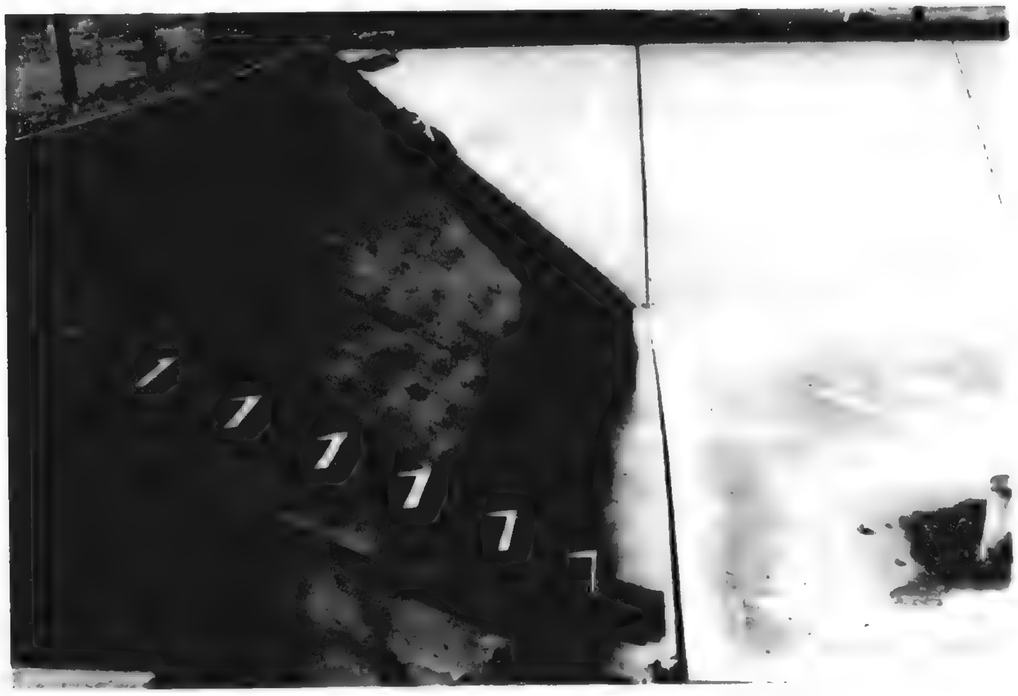
2-19-70

R.T. Heinz

REMARKS Slide damage to reservoir

3 of 15

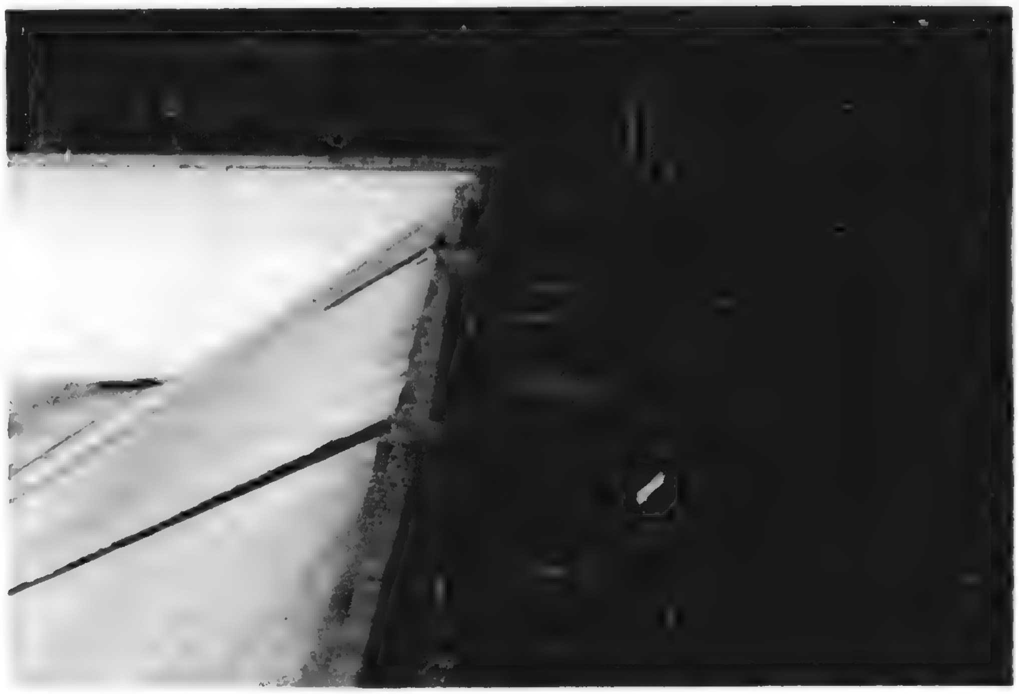


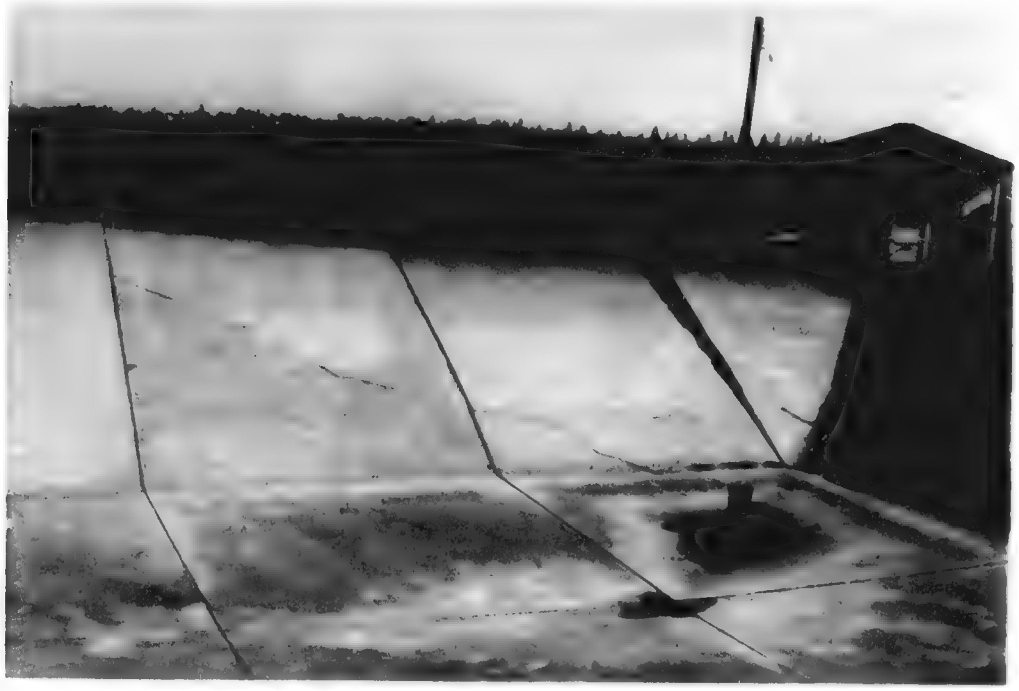


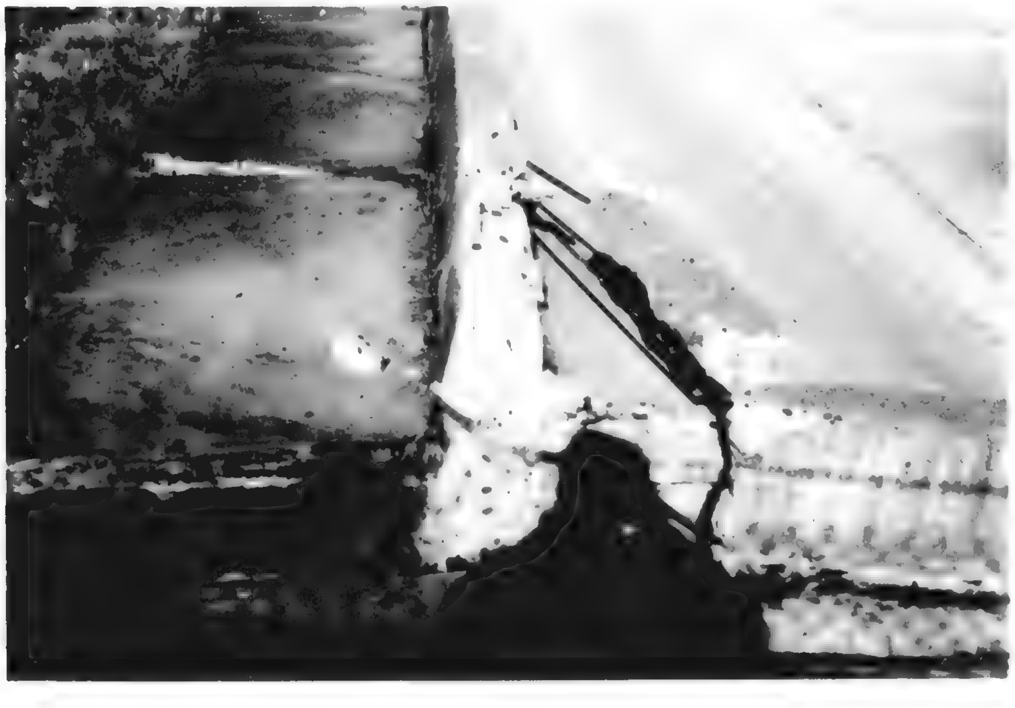
PROJECT West Linn -- Tualatin River
PREFIX OR CONTRACT 7150
Rt. L^{s} 836
2-19-70
R.T. Heinz
FIELD
REMARKS Slide damage to reservoir
4 of 15

PROJECT West Linn - Tualatin River
7150
Rt. L^{s} 836
2-19-70
R.T. Heinz
REMARKS Slide damage to reservoir
5 of 15

PROJECT West Linn - Tualatin River
PREFIX OR CONTRACT 7150
Rt. L^{s} 836
2-19-70
R.T. Heinz
FIELD
REMARKS Slide damage to reservoir
6 of 15







PROJECT West Linn - Tualatin River

PREFIX OR CONTRACT 7150

STATION Rt. L^{s} 836

2-19-70

TAKEN BY R.T. Heinz

NEGATIVE FILED

REMARKS Slide damage to reservoir

7 of 15

PROJECT West Linn - Tualatin River

PREFIX OR CONTRACT 7150

Rt. L^{s} 836

2-19-70

R.T. Heinz

REMARKS Slide damage to reservoir

8 of 15

PROJECT West Linn - Tualatin River

PREFIX OR CONTRACT 7150

Rt L^{s} 836

2-19-70

R.T. Heinz

REMARKS Slide damage to reservoir

9 of 15

PROJECT West Linn - Tualatin River
7150
Rt. L^s 836
2-19-70
R.T. Heinz

REMARKS Slide damage to reservoir
13 of 15

PROJECT West Linn - Tualatin River
7150
Rt. L^s 836
2-19-70
R.T. Heinz

Slide damage to reservoir
14 of 15

PROJECT West Linn - Tualatin River
PREFIX OR CONTRACT 7150
Rt. L^s 836
2-19-70
R.T. Heinz
DATE FILED
REMARKS Slide damage to reservoir
15 of 15

RECEIVED
MAR 5 - 1970
FOR FILING

I-205-7(11)294
7150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 3, 1970

SUBJECT:

Curb Realignment Oswego Highway
West Linn-Tualatin River Section
Contract No. 7150

To:

Mr. R. L. Porter
Deputh State Hwy. Engr.
Salem

Attached for your records is a copy of the plans for the West Linn-Tualatin River section of the East Portland Freeway which shows the area in the upper right-hand corner which has become the subject of a local controversey. These plans are a part of our agreement with the City of West Linn.

Also attached is a copy of a letter from Frank A. Schumaker, Jr., mayor of the city, in which he expresses the city's desire to construct the curb as shown. We are proceeding on this basis.

L. W. Rulien
Division Engineer

LWR:fb
Encs.
cc F. B. Klaboe
F. D. Morgan
R. T. Heinz

RECEIVED
MAR 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OTED
PORTER

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR - ENGINEER

February 26, 1970

Mr. Larry Rulien
Division Engineer
Oregon State Highway Department
9200 McLoughlin Blvd.
Milwaukie, Oregon

Dear Mr. Rulien:

SUBJECT: Curb Realignment on the Northeast Side of Highway #43 at the North End of the Old Oregon City Willamette Bridge

I would like to express the City of West Linn's concurrence with the State's proposal for the realignment of the subject curb as proposed on sheet 4 of the State Highway plans entitled "West Linn - Tualatin River Section East Portland Freeway Highway Clackamas County."

You are aware, of course, of the complicated traffic movement endured for many years at this intersection. With the relocation of Highway #212 made necessary by the construction of I-205, it seems mandatory, at this time, that the best feasible geometric design be incorporated at the bridge departure.

Yours very truly,

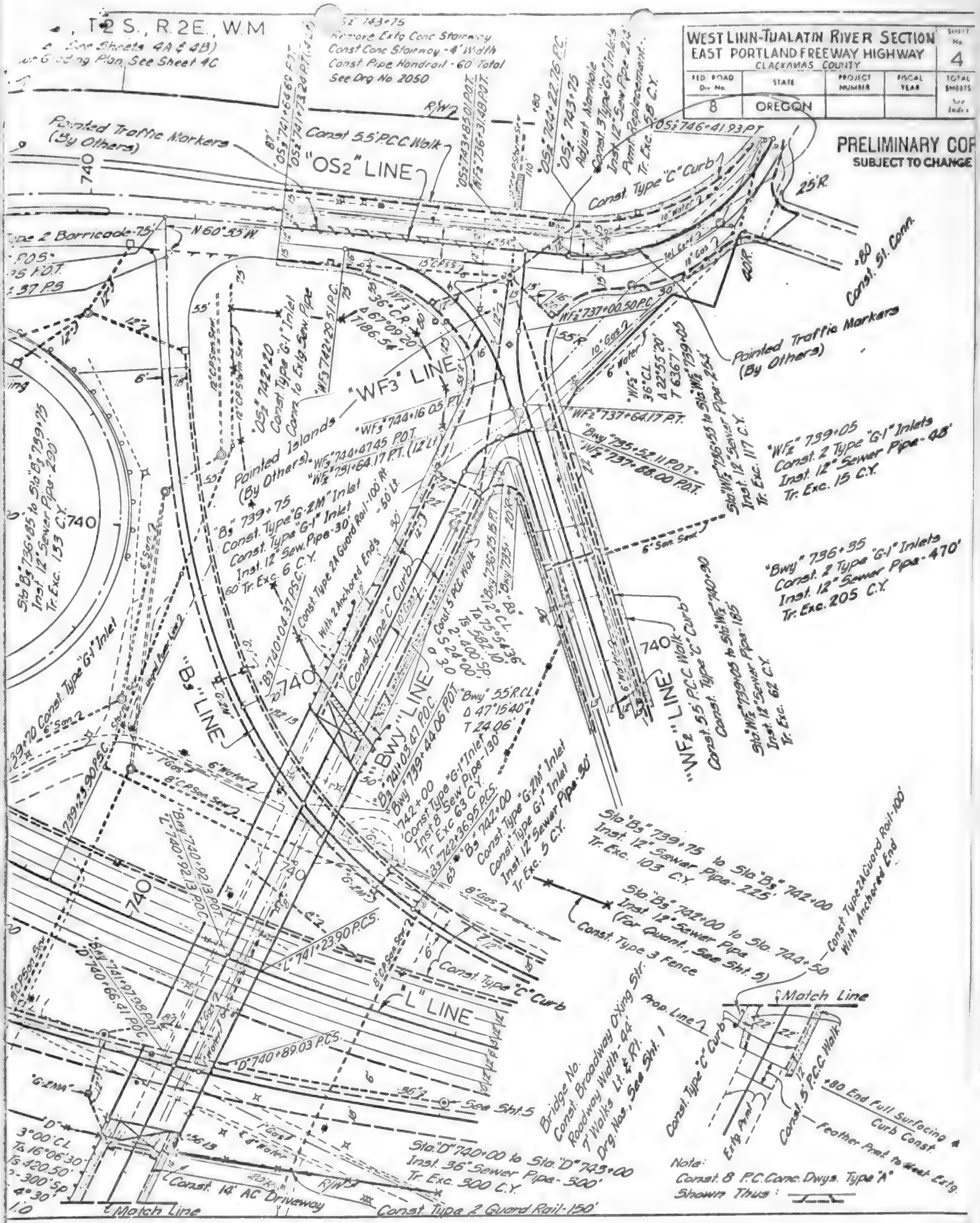
Frank A. Schumaker, Jr.
MAYOR

FAS:db
cc

☐ DE ☐ ADE ☐ ADE ☒ OE
FEB 27 1970
☐ TE ☐ UE ☐ DES

WEST LINN-TUALATIN RIVER SECTION EAST PORTLAND FREEWAY HIGHWAY CLACKAMAS COUNTY				SHEET No.
				4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

PRELIMINARY COF
SUBJECT TO CHANGE



, T2 S., R.2E., W.M
(See Sheets 4A & 4B)
Grading Plan, See Sheet 4C
"OS2" 743+75
Remove Extg Conc Stairway
Const Conc Stairway - 4' Width
Const Pipe Handrail - 60' Total
See Drg No 2050
"OS2" 741+64.60 P.T.
"OS2" 741+73.24 P.I.
R/W
Painted Traffic Markers (By Others)
Const 5.5' P.C.C. Walk
"OS2" LINE
"OS2" 743+85.01 P.O.T.
"WF3" 736+31.48 P.O.T.
"OS2" 744+22.76 P.C.
"OS2" 743+75
Adjust Manhole
Const 3 Type "G-1" Inlets
Inst. 12" Sew. Pipe - 214'
Pvmt. Replacement
Tr. Exc. 58 C.Y.
"OS2" 746+41.93 P.T.
Const. Type "C" Curb
25'R.
740
Type 2 Barricade - 75'
N 60°55' W
P.O.S.
P.O.T.
37 P.S.
10" Water
10" Gas
Tel. Cond.
20'R.
Const. Sl. Conn.
55'
12" C.P. San. Sew.
"OS2" 742+20
Const. Type "G-1" Inlet
Conn. to Extg. Sew. Pipe
"WF3" 742+29.51 P.C.
"WF3" 36° C.R.
Δ 67°09'20"
T 186.54'
"WF3" LINE
"WF2" 737+00.50 P.C.
55'R.
Painted Traffic Markers (By Others)
6" Water
"WF2" 36° C.L.
Δ 22°55'20"
T 63.67'
Sta. "WF2" 736+55 to Sta. "WF2" 739+05
Inst. 12" Sewer Pipe - 254'
Tr. Exc. 117 C.Y.
Painted Islands (By Others)
"WF3" 744+16.05 P.T.
"WF3" 744+47.45 P.O.T.
"WF2" 737+64.17 P.T.
"Bwy" 735+52.11 P.O.T.
"WF2" 737+88.00 P.O.T.
"WF2" 739+05
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 48'
Tr. Exc. 15 C.Y.
"WF2" 731+64.17 P.T. (12' Lt.)
"B3" 739+75
Const. Type "G-2M" Inlet
Const. Type "G-1" Inlet
Inst. 12" Sew. Pipe - 30'
Tr. Exc. 6 C.Y.
Const. Type 2A Guard Rail - 100' Rt.
With 2 Anchored Ends
Sta. "B3" 736+85 to Sta. "B3" 739+75
Inst. 12" Sewer Pipe - 290'
Tr. Exc. 133 C.Y.
740
6" San. Sew.
"Bwy" 736+35
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 470'
Tr. Exc. 205 C.Y.
"B3" 740+04.37 P.S.C.
Const. Type "C" Curb
Const. 5' P.C.C. Walk
"Bwy" 736+25.15 P.T.
20'R.
"B3" 2° C.L.
Δ 75°54'36"
T 583.10'
Ls 400' Sp.
2°24'00"
Δ 30
Const. 5.5' P.C.C. Walk
Const. Type "C" Curb
Sta. "WF2" 739+05 to Sta. "WF2" 740+90
Inst. 12" Sewer Pipe - 185'
Tr. Exc. 62 C.Y.
"WF2" LINE
740
"B3" LINE
"Bwy" LINE
"Bwy" 55' R. C.L.
Δ 47°15'40"
T 24.06'
"B3" 741+03.47 P.O.C.
"Bwy" 739+44.06 P.O.T.
742+00
Const. Type "G-1" Inlet
Inst. 8" Sew. Pipe - 130'
Tr. Exc. 63 C.Y.
"B3" 742+36.95 P.C.S.
"B3" 742+00
Const. Type "G-2M" Inlet
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 30'
Tr. Exc. 5 C.Y.
739+20 Const. Type "G-1" Inlet
6" San.
739+23.90 P.S.C.
6" Water
8" C.P. San. Sew.
"Bwy" 740+92.13 P.O.T.
"L" 740+92.13 P.O.C.
740
Sta. "B3" 739+75 to Sta. "B3" 742+00
Inst. 12" Sewer Pipe - 225'
Tr. Exc. 103 C.Y.
Sta. "B3" 742+00 to Sta. 744+50
Inst. 12" Sewer Pipe
(For Quant., See Sht. 5)
Const. Type 3 Fence
Const. Type 2A Guard Rail - 100'
With Anchored End
8" Gas
"L" 741+23.90 P.C.S.
Const. Type "C" Curb
"L" LINE
"Bwy" 741+07.98 P.O.T.
"D" 740+66.41 P.O.C.
"D" 740+89.03 P.C.S.
Match Line
Prop. Line
Const. Type "C" Curb
Const. 5' P.C.C. Walk
Extg. Pvmt.
Bridge No.
Const. Broadway O-Xing Str.
Roadway Width - 44'
7' Walks Lt. & Rt.
Drg. Nos., See Sht. 1
"G-2MA"
See Sht. 5
+80 End Full Surfacing & Curb Const.
Feather Pvmt. to Meet Extg.
"D"
3°00' C.L.
Δ 16°06'30"
Ls 420.50'
300' Sp.
4°30'
Sta. "D" 740+00 to Sta. "D" 743+00
Inst. 36" Sewer Pipe - 300'
Tr. Exc. 300 C.Y.
Const. 14' AC Driveway
20'R.
R/W
Const. Type 2 Guard Rail - 150'
Match Line
Note:
Const. 8 P.C. Conc. Dwys. Type "A"
Shown Thus:

Form 2-206-6M

STATE COPY G-11P

OREGON STATE HIGHWAY DEPARTMENT

I-205-7(11)294
4150

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2/16/70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 11 MAR 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name West Linn—Tualatin River
Highway East Portland Freeway
County Clackamas
Contractor Gibbons & Reed Co. — Al Johnson Const. Co.
Address P. O. Box 13388, Portland, OR 97213

Date February 27 1970
Contract No. 7150
Prefix 603-1002
F. A. Project No. I-205-7(11)294
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct reservoir site and approach road for the City of West Linn as per plans and specifications as supplied by CH_2M.

NOTED
F. B. KLABOE

Location by station numbers:

Lt. "SR" 843± to 848±

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$ 4,200.00
Labor	2,100.00
	$6, 300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This site to provide for replacement of the present facility which was destroyed by slide action. Rates as per AGC-State agreement.

Work started February 23, 1970, as per approval from Division Office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,617,631.50	
Present estimate of project cost, including $ 6,300.00 for work under this order	$ 12,200,000.00	
Expected over-run amount	$ 582,368.50	
Expected over-run per cent	5.0	

Submitted by: Roy T. Hein
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended: [illegible] for
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Contract[illegible]

SP*23577-734

Original to Morgan 3/24/70

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

~~Form A-100-5M~~

7150

STATE COPY

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 23 MAR 1970
Order No. 9
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name West Linn--Tualatin River

Date February 27, 1970

Highway East Portland Freeway

Contract No. 7150

F. A. Project No. I-205-7(11)294

County Clackamas

Prefix 603-1002

Account No. 290-09

Description of Work To Be Done:

Document credit to Contract 7150 for excess concrete piling furnished to the project with payment included in Contract Bid Item #115. With transfer of piling to state maintenance stockpile site, pile cost to be transferred to maintenance prefix.

STATE FORCES NOT INVOLVED

Location by Station Numbers:

1014 + 00 Tualatin River.

NOTED
F. B. KLABOE

Estimate of Quantities and Costs:

Credit Contract #7150, 58-20' concrete piling at Contract Bid Item price of $3.52 per LF.

1,160 lin. ft. at $3.52/LF $4,083.20

Explanation: Subject pile original contract plan length piling delivered to job site. Revised longer length piling were required to obtain specified bearing. The excess 58 - 20' concrete piling to be transferred to state maintenance stockpile site.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $4,083.20 CR for work under this order	$12,200,000.00
Expected over-run (amount)	$582,368.50
Expected over-run (per cent)	5.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or Office E~~

Original to Morgan 3/24/70

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FEB 20 1970
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FORM E-30-X (12-67)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1970

To: MEMORANDUM TO THE FILES

SUBJECT: West Linn-Tualatin River
I-205
Contract No. 7150

[illegible] R. L. PORTER

The west "A" Street Undercrossing structure on I-205 in West Linn requires the installation of 340' of 8" welded or seamless steel water pipe. Contract No. 7150, paragraph 6-13, of the special provisions requires certain materials to be manufactured and fabricated from domestic materials produced in the United States. The 8" water pipe to be installed on west "A" Street requires lengths between dresser couplings longer than lengths that can be furnished by domestic suppliers and, therefore, requires a butt welded joint at certain locations of the pipe.

During the fabrication of this pipe from domestic material by butt welding to the required lengths, the butt welding did not follow the Oregon State Highway Department's specifications for a full penetration butt weld and a full penetration butt weld was not obtained. The pipe was therefore rejected by Highway Department Material Inspectors.

The material supplier of the 8" pipe has requested permission to use foreign pipe which is rolled in lengths that will not require butt welded splices.

Upon receiving a phone call from Mr. Harwood of Division I this morning I contacted Mr. R. L. Porter, Deputy State Highway Engineer, who gave permission to use the small amount of foreign pipe on this project. This permission was given with the understanding that there would be a credit to the State on the installation cost of the pipe and because of a decision made by the State Attorney General subsequent to the award of this contract that the Highway Commission did not have authority to restrict material to domestic suppliers.

IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: R. L. Porter
L. W. Rulien

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 13, 1970

SUBJECT:

To: MEMO TO THE FILES

A meeting was held in the West Linn City Hall today to further discuss the steps involved in replacing West Linn's destroyed reservoir. The following people were in attendance:

Frank Schumaker, Mayor, West Linn
Richard W. Dippner, City Manager, West Linn
Merle Irvine, Public Works Director, West Linn
Joseph Worth, CH_2M, Consulting Firm
Ed Worth, CH_2M, Consulting Firm
L. W. Rulien, Oregon State Highway Division
D. J. Barbee, Oregon State Highway Division
Richard Rumbolz, Oregon State Highway Division
F. B. Klaboe, Oregon State Highway Division

Prior to the meeting, I went to the site of the reservoir and observed what had taken place since my last inspection trip in November. The reservoir is now completely unusable. I would estimate that it has opened up near the middle about one and one-half feet and dropped one and one-half feet on the south end. Several slide cracks encompass the entire site and these cracks have settled from six inches to two feet on both sides of the reservoir. This resolves the problem of whether or not the reservoir can be reinstated in its existing position. We are therefore faced with finding a new location and constructing a new reservoir as rapidly as possible to meet the fire requirements next summer.

The meeting today was opened up by the consulting firm's representatives who presented us with a report on a new location for a new reservoir. They propose to construct a metal tank 48 feet in diameter and about 45 feet high on property now owned by the State in the vicinity of the existing reservoir but on ground that they consider stable. In order to determine the stability of this ground, the State Highway Division drilled four holes under their direction. The information gathered from the four holes was interpreted by the consulting firm. We agreed as follows:

1. The State would rough grade the new site to the consultant's specifications and this work would start immediately.

2. The contractor will immediately begin final design plans and specifications for the new tank with the goal of advertising on March 9 or 16 and taking bids on March 31. After the bids have been received on March 31, they will immediately notify us so that we can get Commission approval for them to go ahead and award on April 1. A completion date for the project would be specified as July 1 or thereabouts.

3. The consultant's estimate for the contract work involved with the construction of this tank is roughly $100,000. I advised them that we would agree to pay the costs for the construction of this new facility based on itemized billings from the City.

4. The existing site where the ruined reservoir rests is totally destroyed. They did have an area set aside at this site for the construction of a second reservoir at sometime in the future. Since they cannot place more than the one reservoir on the new site, we are obligated to provide them with a new site for future use. Mr. Rulien will investigate alternates with the City Engineer and advise us of the possibilities and probable costs.

5. Eventually we will trade the City land for the new reservoir and for a future reservoir for the four-plus acres the destroyed reservoir sits on.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. E. Simpson (w/CH_2M report)
Forrest Cooper
R. L. Porter (w/CH_2M report)
F. D. Morgan (Att: T. W. Litchfield)
D. J. Barbee
H. S. Cox
L. W. Rulien

CH2M

CORNELL, HOWLAND, HAYES & MERRYFIELD

1600 S.W. WESTERN BLVD. • P.O. BOX 428 • CORVALLIS, OREGON 97330
TELEPHONE: AREA CODE 503/752-4271

11 February 1970

Project No. P5572.5

City of West Linn
West Linn, Oregon 97068

Attention: Mr. Richard W. Dippner,
City Administrator

Gentlemen: Willamette Reservoir Relocation

This letter presents our investigation of a site for the relocation of the Willamette Reservoir. The proposed site is located just below Salomo Road, some 600 feet west of the abandoned Willamette Reservoir. This investigation was authorized in November 1969, following acceptance of our recommendation to abandon the existing reservoir (ref. CH_2M Report: Willamette Reservoir and FAI-205 Landslide, 10 November 1969).

INTRODUCTION

The requirements of a site for the relocation of the Willamette Reservoir are as follows:

1. Be as close to the existing (abandoned) reservoir as possible, in order to utilize the existing connections to the distribution system.
2. Have a grading plan for the construction of two steel reservoirs, one with a capacity of 0.5 MG (million gallons) and the other with 1 MG capacity. The water surface will be at elevation 350, and the required storage capacity will be above elevation 314.
3. Be stable and not endangered by landslide activity, either present or future.

A site meeting the first two requirements is located below Salomo Road, and is shown on Figure 1. This investigation considers the third requirement.

The total reservoir capacities indicated are greater than required, but the additional volume is considered dead storage because it is located below the minimum storage elevation of 314. Sufficient area for locating the reservoir on natural ground could not be developed at elevation 314, so the grading was lowered to elevation 293.5 ±, thereby increasing the height and total volume of the reservoirs.

In addition to certain understandings between the City and the Oregon State Highway Department (OSHD) concerning financial settlements for the reservoir relocation, OSHD agreed to cooperate in the site investigation to the extent of furnishing a drill rig and crew for the boring work. OSHD also made available all data obtained in their investigation of the FAI-205 landslide. OSHD was clear in excluding from their participation in this investigation any interpretation of data, conclusions, or recommendations as to the suitability of the proposed site.

EXPLORATION

Four borings were made on the proposed site, located as shown on Figure 1. The borings were made by an OSHD Longyear HQ Rotary drill rig, and continuous core samples were obtained. The cores of the 4 borings were carefully examined and analyzed. Drilling logs of the 14 borings made by OSHD for the adjacent FAI-205 landslide investigation were evaluated, together with Slope Meter readings indicating the location of current landslide shear movements. Selected cores of the FAI-205 landslide borings were also examined to confirm material descriptions, and correlate instrumented behavior with specific materials.

SUBSURFACE CONDITIONS

The subsurface materials consist of basalt formations, varying from vesicular to dense and from weathered to sound, with a thin sedimentary siltstone formation(s) separating basalt flows. The basalt formations are fractured and locally weathered to a considerable degree, and contain evidence of past deformation and movement by the "slickensides" or polished surfaces on the fractured planes. The subsurface materials consist of several basalt flows, as evidenced by the soil zones buried beneath sound, unweathered basalt.

On at least one occasion between basalt flows, the region was probably submerged, at which time the sedimentary siltstone was deposited. The evidence suggests water as the depositing agent of the siltstone because of the rounded and sub-rounded pebbles recovered in the cores and associated with the siltstone. The siltstone has been encountered in the active FAI-205 slide area, inclined at a dip of 3 to 5 degrees to the southeast. The active landslide shear surface is generally very closely associated with the location of the siltstone.

Figure 2 presents a profile of borings along the hillside, with the observer looking toward FAI-205 and the Willamette River, the profile extending from beyond the Walker residence on the east to the proposed reservoir site on the west.

The boring logs are plotted with respect to percent core drilling recovery, and the location of sedimentary materials (i.e. siltstone, mudstone, sandstone, contact zone, etc.) is shaded and labeled. The location of the landslide shear surface, as recorded by the Slope Meter instruments is also indicated. Notice the very close correlation of the landslide shear zone and the occurrence of the siltstone formations. Some borings such as SM-1 and SM-8 are located above or below the principle landslide shear surface, and reflect no major movement. Other borings such as SM-10 and SM-11 are located a considerable distance from the excavated slope, and are likely behind and beyond the active landslide at this time.

The percentage of core recovery was generally quite good, and appears about the same for the borings at the proposed reservoir site as for the other borings. Loss of core recovery can be caused by several conditions, among which are rock fractures, degree of weathering, or type of material. The siltstone material apparently cores well, as indicated by the recovery borings SM-1 through SM-14. Therefore, the conclusion of the study of core recovery from the FAI-205 borings is that it does not correlate to the obvious landslide system that involves the siltstone formation and is therefore not a useful indication of landslide activity or potential.

The boring logs are plotted on a typical cross-section of the proposed site, shown on Figure 3. The material classifications are generalized as sound basalt, weathered basalt, or severely weathered basalt and siltstone layers. Only one good recovery of siltstone was made, that from boring B-4 at an elevation of about 260. This elevation corresponds well with the occurrence of siltstone in the FAI-205 landslide borings for similar topographic position, but the thickness of siltstone is considerably greater than reported in any of the other borings. Siltstone was definitely not indicated in boring B-2, and very questionably present in borings B-1 and B-3. The position of these materials is noted on the boring logs on Figure 3.

The attitude of the siltstone is not obvious from the boring log data. Even the continuity of the siltstone and other weathered zones is not obvious. The differences in the arrangement of materials from 4 borings located a maximum of 120 feet apart is quite striking. Of the several possible attitudes of the rock formations (and the siltstone) indicated on Figure 3, the one connecting the zone of sub-rounded pebbles in boring B-1 and the zone of siltstone and basalt pebbles in boring B-4 is possibly the most reasonable. The contradictions are glaring; the lack of siltstone with the pebbles in boring B-1 and the lack of severe weathering or siltstone even near the proper elevation in B-2 and B-3. The similarities are the common occurrence of pebbles in B-1 and B-4, and the low angle dip of about 3.5 degrees downslope (to the southeast), as compared to the 3 to 5 degree dip of the siltstone in the area covered by the other borings. The attitude of formations based on the questionable occurrence of siltstone in the bottom of B-1, or both occurrences in B-3 is quite suspect from two counts; first, the attitude is either adverse to the slope, or considerably more steeply inclined than determined elsewhere, and second, the elevations of occurrence at 240 and below are considerably lower than found in any other boring or outcrop on the project. The sum of the evidence produced by the 4 borings on the proposed site is that the siltstone formation may be discontinuous beneath the site, and that where it exists, its probable attitude is a low angle dip downslope, similar to the attitude determined elsewhere for the siltstone.

STABILITY EVALUATION

Since the subsurface formations and conditions at the proposed reservoir site are quite similar to those involved in the FAI-205 landslide, a consideration of the landslide conditions is an appropriate point of beginning for a stability analysis of the reservoir site. The siltstone material, in which the landslide shear movements are taking place, is essentially a frictional material. A frictional material is one for which the shearing resistance, or tangential strength, is proportional to the normal (perpendicular) force applied to the material. In the case of the FAI-205 landslide, the siltstone is gently dipping 3 to 5 degrees, so the tangential strength parallel to the attitude of the siltstone is a function of the normal force (almost vertical) acting on the siltstone. The normal force is developed from the weight of material resting on the siltstone formation. In making the FAI-205 excavation prior to the landslide, portions of the buried siltstone were unloaded by the excavation of up to 50 feet of rock for a width of over 200 feet along the entire toe of the hillside (ref. CH_2M Report, 10 November 1969). This removal of material decreased the normal force on the siltstone, which correspondingly reduced the tangential strength. The decrease in tangential strength was enough to reduce the shearing resistance along the siltstone to less than the driving force, resulting in the landslide. Thus, the landslide mechanism consisted of unloading the toe of the slope which reduced the shearing resistance in the siltstone to a failure condition.

The reservoir site and surrounding terrain have been examined and studied, and it is concluded that the proposed reservoir site is presently stable, and no landslide activity is occurring. It was noted in the description of subsurface materials that "slickensides" or evidence of past shear movements appear on the rock surfaces. The age and magnitude of these shear movements cannot be determined, but it is very unlikely that they were or ever will contribute to a typical landslide movement at the site.

The grading scheme proposed for the two-reservoir site involved excavating to elevation 293.5 ± for over 200 feet along the hillside. This grading proposal is shown on Figure 1 and on the cross-section with the boring logs on Figure 3. Because this grading plan involves an appreciable excavation, which would result in unloading the siltstone similar to the FAI-205 excavation, and reducing the shearing resistance to a greater degree than the Salomo Road construction, the two-reservoir site development is not recommended.

Instead, a one-reservoir site development has been studied and is recommended. The grading plan consists of raising the grade some 14 feet to elevation 307, providing room only for the 48-foot diameter steel reservoir in a wrap-around excavation, and constructing a combined cut-fill foundation for the reservoir as shown in the lower cross-section of Figure 3. The objective of this site development is to change the subsurface stresses as little as possible, and to particularly avoid large unloadings of the subsurface materials. A plot of the approximate change in vertical stress at a depth of 50 feet is plotted beneath the cross-section. To relate the changes in vertical stress at this depth, the maximum decrease in stress from the excavation is equivalent to a removal of 2 feet of rock from a large area of the hillside, and the maximum increase in stress from the reservoir and water is equivalent to the addition of 5 feet of rock to a large area of the hillside. Because of the relatively small grading area, these maximum stress changes extend laterally less than a hundred feet or so. In this way the effect of the grading and construction on the hillside stability is minimized not only by reducing the stress change values, but also by minimizing the size of the grading area.

CONCLUSIONS AND RECOMMENDATIONS

1. The hillside reservoir site below Salomo Road is presently stable and not involved in landslide movements.
2. The subsurface materials of the reservoir site contain the siltstone formation that is involved in the FAI-205 landslide, and in much the same attitude of low angle dip (3 to 5 degrees) to the southeast.
3. The siltstone is a frictional material, whose shearing resistance depends on the weight of material resting on the nearly horizontal formation. The removal of portions of this material by roadway excavation reduced the shearing resistance in the hillside, and resulted in the FAI-205 landslide.
4. A large excavation at the proposed reservoir site could result in the initiation of a landslide in the same fashion as occurred on the FAI-205 work.
5. We recommend that a one-reservoir site be developed at the Salomo Road location, graded to elevation 307 with the minimum of excavation, and including construction of very well compacted structural embankment composed of angular granular material.
6. We recommend that the downslope area, below the reservoir site, be very carefully controlled to insure that no future excavations are allowed that might endanger the stability of the hillside and reservoir. This property is presently part of the OSHD right-of-way.

We wish to gratefully acknowledge the assistance of the Oregon State Highway Department in this investigation. Their cooperation was most appreciated.

If you have any questions regarding this investigation, please do not hesitate to call.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

E. G. Worth

EGW:jh

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7-[illegible]

January 29, 1970

- copy in special folder

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Nyberg Road Interchange Section
Project I-5-5(46)291
Pacific Highway I-5
Washington County

Dear Sir:

We hereby request your approval and concurrence, under the provisions of PPM 21-6.2 and PPM 21-6.3, that the construction work on the subject project be performed by a method other than contract award by competitive bidding, namely, negotiation (extra work order, etc.) with the contractor Gibbons & Reed and Al Johnson Construction Company, who is now constructing Project I-205-7(11)294, West Linn-Tualatin River Section. This request is based on the facts and circumstances as set forth hereinafter relative to the project, which in our opinion justifies the said construction method as being in the public interest.

A large slide area has developed on Project I-205-7(11)294, West Linn-Tualatin River Section, at approximately Station 832. In order to correct and stabilize said slide, it is estimated that 330,000 cubic yards of material must be removed and disposed of. It is planned to use approximately 130,000 cubic yards of the material in the construction of sound barrier type mounds on Project I-205-7(11)294. The balance of the slide material is suitable and sufficient to construct the embankment proposed on the Nyberg Road Interchange Section, Project I-5-5(46)291.

The use of this material plus the additional negotiated cost of the preliminary work such as embankment foundation excavation, drainage and fencing, would complete the work as programmed under Project I-5-5(46)291 and would result in an estimated savings of $150,000. This savings is substantiated by the enclosed copy of Mr. Morgan's memorandum of January 26, 1970, and Mr. Rulien's memorandum of January 22, 1970. The unit prices and total cost estimates in Mr. Rulien's memorandum for competitive bid contract and negotiation have been reviewed and approved by our Construction Division Chief Cost Engineer E.L. Johnson as being representative of the prevailing cost of such work.

As you are aware, only three bids were received for Project I-5-5(46)291 on July 31, 1969, and were rejected as being too high. The bids ranged from $440,820 to $474,600. We are of the opinion that any future bids would not be any less as construction costs have continued to increase since July 1969, which fact further substantiates the $150,000 savings as estimated.

We wish to further point out that if the surplus slide material is not disposed of by constructing Project I-5-5(46)291, Nyberg Road Interchange Section, additional right of way would be required as a disposal area for said material and thereby creating an additional cost to Project I-205-7(11)294 rather than the projected savings by utilizing both projects in the manner suggested.

This method of negotiating the work involved under the two projects was discussed with Mr. Christianson of your staff.

The negotiated extra work order mentioned in the first paragraph would refer to both projects and establish which construction costs are to be charged to Project I-205-7(11)294 and Project I-5-5(46)291. This in essence would designate Project I-5-5(46)291 as the disposal area of the approximately 200,000 cubic yards of excess material from Project No. I-205-7(11)294, with such additional work as necessary to complete Project I-5-5(46)291 as programmed and would designate the costs which are eligible to each project.

When we have received your approval of the foregoing method of doing the construction work for Project I-5-5(46)291, we will proceed to negotiate with the contractor and submit said negotiation for your approval with PS&E documents for Project I-5-5(46)291 for your authorization to proceed with the work. We will also request your authorization to proceed with the work negotiated to be charged to Project I-205-7(11)294.

This method of handling difficult situations has been very successful in the past; e.g., the Slavin Slide, Project I-5-6(37)300. If further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee
L. W. Rulien
V. E. Skoog
R. N. Chase

DAR:ia

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FOR FILING
I-205-7(11)294
7151

January 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7150
Prefix 603-1002
FAP I-205-7(11)294

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 15 covering construction of revised mortar rubble wall on the West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

This agreement documents a design change to substitute a rubble wall constructed in quality and appearance to the sample wall section constructed by the contractor at the job site. The revised wall will be constructed at a reduced unit price for rubble material incorporated in the work.

Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

This work was tentatively approved by the Bureau of Public Roads District Engineer December 18, 1969.

Your approval as of December 18, 1969 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

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January 28, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
February 3, 1970 meeting

Gibbons and Reed Company and Al Johnson Construction Company, joint venture contractors on the West Linn-Tualatin River Section of the East Portland Freeway, Contract No. 7150, have requested a 163-day time extension on the early phase or Unit "A" of this project. The Unit "A" requirement is that 176,000 cubic yards of 1"-0 base rock material to be crushed from a rock cut on this project be available in a designated stockpile near the adjacent I-5-Tualatin River Section by 200 calendar workdays after the time count started. The purpose of this provision was to utilize excess rock that had to be excavated near West Linn for use as base material on the adjacent project to the west.

In making this request, the contractor cites that the material had not been needed on the adjacent project and even submitted an acknowledgment of this from the project superintendent there. We do not believe these circumstances give a proper basis for extending the Unit "A" time. The State has made no changes in the project which affected the production of the material. The delay in meeting the contract requirement apparently results from the contractor's own choices and we see no reason now why he should not therefore abide by the specified results. One hundred sixty-three days liquidated damages at $100 per day or $16,300 has been assessed.

It is recommended that the request for extension be denied. This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. W. Rulien
F. D. Morgan

JAB:fw sr

FORM 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 22, 1970

SUBJECT: West Linn-Tualatin River Section
Contract No. 7150
Unit "A" Time Extension Request

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Gibbons and Reed, via their attorney, requested a 163-day extension on the Unit "A" time control on this project. This phase required that 176,000 cubic yards of 1"-0 crushed material be in stockpile at a designated area in 200 calendar workdays. This was intended to be available for use in the adjacent project. The 200 days allowed expired June 16, 1969. The actual completion date of record for this phase is November 26, so 163 days of liquidated damages at the rate of $100 per day or $16,300 have been assessed.

The contractor supports his request with an affidavit from the project superintendent on the adjacent contract to the effect that they (Atkinson) have had no need for the stockpiled material, and lack of the material has not adversely affected their own project. This request was originally directed to Mr. Lindas and I have discussed it briefly with him. He advises that the liquidated damages could apply in this instance. The substance of his opinion was that the liquidated damages should be viewed as of the time the contract was entered into and, if at that time the time allowed and the agreed rate of liquidated damages was reasonable, they may properly be assessed in event of delay. We believe the time and rate were reasonable here.

We know of no changes we have imposed on the contractor which would have affected the production of this stockpiled material. The Resident Engineer reports the crusher was moved onto the project on January 18, 1969, and put into operation but did not consistently produce a satisfactory product until sometime in June, 1969. The jaw was plugged almost continuously by oversize material and the sand equivalent was out of specifications. We repeatedly suggested a larger jaw, a grizzly and/or a secondary jaw, and a reject screen and belt to eliminate the dirt. Our suggestions and verbal and written reminders concerning workdays and liquidated damages were ignored. After five months of near zero production most of the above modifications were made and a double shift was initiated as time was fast running out. It is interesting to note that at a later date, even though they were operating on penalty time, the contractor elected to sell some 30,000 tons of crushed material to another contractor.

Obviously, we incurred significant engineering costs related to this item during the several months when little production was obtained. We have not at this time attempted to put a value on this.

We therefore recommend that this request for extension be denied. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

E—330 (Rev.)—834—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 25, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 363 days, within which to complete Item 26 (1"-0 crushed material in stockpile) of our Contract No. 7150, without the assessment of liquidated damages. The said contract is described as follows: West Linn, Tualatin River, East Portland Freeway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The principal causes of delay were (1) adverse weather in winter 1968-1969; (2) rock breaking too large to be handled in our crusher; (3) mechanical difficulties with the crushing equipment.

Respectfully submitted,

Gibbons & Reed Company - Al Johnson Const. Company
Contractor

By R S Westermann

CONSENT OF SURETY

Date December 15, 1969

We, THE TRAVELERS INDEMNITY INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact (SEAL)

Miller & Ames-Forsgren
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7150 Contractor Gibbons & Reed Co./Al Johnson Const. Co.

Highway East Portland Freeway

Section West Linn Tualatin River

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** [redacted]. The reasons for such recommendation are as follows:

see attached report.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7150

Project designation I-205-7(11) 294
State-Federal

Date awarded August 19, 1968

Work started August 26, 1968

Per cent completed (a) 100% NOV. 26, 1969
Date

No. of Workdays Allowed (a) 200

No. of Workdays Used (a) 363

No. of Added Workdays Requested 163

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
(HART, SPENCER, MCCULLOCH AND ROCKWOOD)
LAW OFFICES
1410 YEON BUILDING, PORTLAND, OREGON 97204

CHARLES A. HART
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
DON H. MARMADUKE
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS R. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. ULLARD
ROBERT L. RIDGLEY
RICHARD . FRANZKE
EDWARD L. EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER

TELEPHONE 228-8545
AREA CODE 503
CABLE ADDRESS: HARTPORT

JOHN E. HUISMAN
BERTRAND J. CLOSE
VELMA JEREMIAH

DANIEL P. CHERNOFF
BARNES H. ELLIS
ROBERT D. GEDDES
HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY
KENNETH D. STEPHENS
DAVID P. MILLER
TERRENCE R. PANCOAST
WILLIAM N. GROSS
JON R. PEELE
TERRY W. BAKER
RICHARD M. SANDVIK
HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
WALTER C. MINNICK

November 26, 1969

J. Bond.

[illegible]

Mr. Leonard I. Lindas
Legal Department
Oregon State Highway Department
Salem, Oregon 97310

Dear Leonard:

Re: Gibbons & Reed Company - Al Johnson
Const. Company
Contract No. 7150
West Linn - Tualatin River, East Portland
Freeway

As I discussed with you some time ago in your office, I am requesting on behalf of Gibbons & Reed Company - Al Johnson Const. Company, joint venture, remission of liquidated damages currently being withheld on the West Linn - Tualatin River, East Portland Freeway Contract.

You will recall that under our contract, one item of work is furnishing to the Guy F. Atkinson Company project a substantial quantity of crushed rock to be placed in stockpile on the Atkinson site. The contract allowed 200 days for completion of the production of this rock. Our time expired June 16, 1969. Because of several problems, we are only now completing the stockpiling of this material on Atkinson's project. As I have indicated in the body of the request form submitted herewith, the principal causes were adverse weather last winter, difficulty shooting the rock in small enough pieces to be fed into the crusher, and mechanical problems experienced with our crushing equipment. These were not the only problems, but they were the most significant in terms of delaying our completion of this work. Since the crushing operation experienced one or more of these problems almost every day, it was not practical to set out in detail the dates and specific nature of the problems on the request form. However, our records are open to your examination at any time.

As I explained to you, our lateness in completion of this work item has not caused anyone to suffer any loss. Guy F. Atkinson Company has not been delayed in any way by reason of our tardy completion. I have obtained and am submitting herewith an affidavit from Atkinson's superintendent, Mr. Ray Webb, substantiating this fact. I am sure, in turn, the State has not suffered any loss on our account.

The State Engineers are going to cross-section the stockpile this week. I am quite certain their measurement will show that we have completed the contract requirements. If, however, we are short, it will be by a very few yards and will be cured in a day or less.

The withholding of liquidated damages works a hardship on the contractor by depriving him of needed operating cash. Your assistance in presenting to the appropriate officials our request for remission of these liquidated damages at this time will be very much appreciated. As always, we are anxious to furnish any additional information you may require in order to consider our request.

Thanking you for your cooperation, I am

Very truly yours,

Richard A. Franzke

Richard A. Franzke

RAF:pm
Enclosures

xc: Gibbons & Reed Company

Affidavit

I, Ray Webb, being first duly sworn, on oath depose and say: I am Project Superintendent for Guy F. Atkinson Company on Contract 7151. By the terms of said contract we are to be furnished with crushed rock in stockpile on said project; Gibbons & Reed Company, contractor on Contract No. 7150 is required to furnish us with such material. Although Gibbons and Reed Company is behind schedule in furnishing our project with said crushed rock, at no time has progress on our project been delayed or otherwise adversely affected due to their lateness in delivery to us. At all times they have had in stockpile and available for our use more than sufficient crushed rock for all our purposes.

Dated this 14th day of November, 1969 at Tualatin, ORE Oregon.

Ray E. Webb

Signed this 14th day of November 1969 Robert E [illegible]

Notary Public

My Commission Expires Mar. [illegible], 1972

REC[illegible]
JAN 27 1970

T-2055 7/11/94
-7150

1-27-70 copy to Young
w/note: Please proceed
as outlined--pronto!

FBK

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1970

SUBJECT: Nyberg Road Interchange
and
West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

On subject project we have a large slide area near the Walker residence. It is estimated that removal of 330,000 cubic yards of material will be required. It is planned to use some 130,000 cubic yards of this material in the construction of sound barrier type mounds.

The unused balance of this slide material is sufficient and could be used to construct the embankment proposed at the Nyberg Road Interchange Section. In fact, it is estimated that a savings of $150,000 can be made by using this material for this purpose.

Attached is a report and estimate to substantiate the above statement as submitted by Division Engineer Rulien.

It is recommended that all the work on the proposed Nyberg Road Interchange be performed by negotiated contract with the contractor, Gibbons and Reed and Al Johnson Construction Company. This procedure has been discussed with Mr. Christianson of the Bureau of Public Roads. The Bureau people indicate that they will be receptive to this recommendation. If the State Highway Division should desire to proceed in this manner, the Bureau of Public Roads will consider changing the present program for Nyberg Road Interchange from the formal contract method to a negotiated contract with the present contractors.

I believe the estimate submitted herewith is sufficient to permit the Bureau of Public Roads to proceed with requirements of their department to program the Nyberg Road Intersection Section in this manner. Will you please have the Program and Planning Department proceed with this action.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc L. W. Rulien

NOTED
F. B. KLABOE

RECEIVED
JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-90 (12-67)

Routing
1 Morgan M
Decker
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 23 1970
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 22, 1970

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:
West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

D Chase

As is well known, we have experienced a slide of considerable magnitude on the West Linn-Tualatin River contract. We have worked out a correction to a large portion of this slide, and this correction requires the removal of 330,000 cubic yards of material. In attempting to utilize this material to the best advantage of the project, and in the most economical manner possible, we are going to construct sound barrier type mounds which should utilize approximately 130,000 cubic yards. There are possibilities of extending this mounding into some other areas, and possibly making some alterations in grade that would conceivably make a place for perhaps another 50,000 yards. It appears that the remainder of the material would have to be hauled off the project and wasted, or else that we would have to acquire some additional right of way adjacent to the project and widen some embankments.

There appears to be the possibility of disposing of this material in a way that would be advantageous to the public, and which would expedite completion of some grading work in the vicinity of I5 at Nyberg Road. Early placement of these embankments is desirable from the standpoint of stability, in as much as surcharges are proposed, so that as much settlement as possible will occur prior to surfacing. A previous attempt was made to contract these embankments at Nyberg Road without success due to the apparent lack of interest on the part of contractors and the high costs on the bids received. There appears to be a distinct possibility that economies could be realized by disposing of some of the excess material at Nyberg Road. Disposal at Nyberg Road cannot be undertaken, however, without the preliminary work such as embankment foundation, special backfill, et cetera. Consequently, if this slide material is going to be utilized at Nyberg Road, the advance grading project at Nyberg Road would need to be negotiated with the contractor who has the West Linn-Tualatin River project.

We have requested prices from our contractor and he is presently studying this question and developing some prices for further discussion. However, it will probably be another week or two until he is ready to sit down with us and discuss it further. In the meantime, attached for your further use and study is a copy of an estimate which was developed in order to compare possible costs of doing the Nyberg Road project by contract as was previously tried, or utilizing the slide material that is excess and negotiating the work with the present contractor. I believe these estimates definitely indicate that there would be a financial advantage in undertaking a negotiation.

Will you please advise if we should proceed on this basis.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc R. T. Heinz

West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

COMPARISON OF DISPOSAL AREAS for SLIDE MATERIAL

Item	Quantity		Estimated Unit Prices & Total		
			by Contract		by Negotiations
Temporary Protection and Direction of Traffic	All		$ 3,500		$ 3,500
Clearing and Grubbing	All		2,500		2,500
Embankment Foundation Excavation, Unclassified	28,000	@ $1.50	42,000		42,000
Free-Draining Embankment Mat'l	28,000	@ 3.00	84,000	* @ $1.75	49,000
Special Borrow Excavation, Unclassified	169,000	@ 2.00	338,000	**@ 1.30	219,700
Trench Excavation	110	@ 5.00	550		110
15" Culvert Pipe	140	@ 5.25	175		140
18" Culvert Pipe	230	@ 6.50	345		230
Type 2 Fence	270	@ 12.50	3,375		270
Total			$474,445		$321,145

* Hauling and placing only (Excavation @ $0.35 in contract West Linn-Tualatin River project)

** This price developed as follows:

ESTIMATED COST

	Per Contract (West Linn-Tualatin River)	To Nyberg Road	
Excavation	$0.50	$0.75	
Haul	0.40	1.40	
Place	0.10	0.15	
Total	$1.00	$2.30	Difference $1.30

RECEIVED
FEB 10 1970
FOR FILING

I-205-7(11)294

1123

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 26, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Copper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
JAN 28 1970
CONSTRUCTION DIVISION

Routing
Walker
Johnson
Swan
Glenn
Litchfield
Gallagher
Stein

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
Willamette Reservoir

Please accept our apology for this late reply to Mr. Morgan's November 21 letter on this subject. The matter was discussed in our November 25 meeting with Mr. Klaboe and other representatives of the Highway Division. This letter will confirm our verbal concurrence in your proposal to proceed with a study, estimate, and plans for a replacement facility.

Recent conditions as reported by our Area Engineer serve as confirmation that the existing reservoir has been damaged to the point where repair is not practical. It is our understanding that CH_2M is currently studying a new site in cooperation with the Highway Division geologists. You are aware of the urgency in securing a replacement facility. It appears that time has now become critical and we foresee a new fire season beginning without this water supply.

A modification of the agreement with CH_2M will be necessary to provide for the site selection and design of the new facility. Estimates and work outline should be included.

Please advise us on the proposed procedure of handling construction. This could be handled as a right of way item or as a utilities relocation. If a utilities relocation is being considered an agreement will be required with the City of West Linn prior to construction. Report by Wed Feb 4, 1970

Meeting Feb. 13 2 P.M. West Linn.
Dippner City Mgr.
1-28-70

REFERRED TO
Young - Morgan - Barbee
BY ASST. STATE HWY. ENGR
[illegible] - COX

RECEIVED
JAN 27
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan - please immediately permit req'd. info.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-205-7(11)294

RECEIVED
FEB 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7150

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1/16/70
Contingent upon modification of project agreement if additional funds are required
BY E. [illegible]
TITLE Dist Engineer
4 FEB 1970

Project Name West Linn--Tualatin River	Date January 22, 1970
	U. S. BUREAU OF PUBLIC ROADS
	Contract No. 7150
Highway East Portland Freeway	Prefix 603-1002
County Clackamas	
Contractor Gibbons & Reed Co. -- Al Johnson Const. Co.	F. A. Project No. I-205-7(11)294
Address P. O. Box 13388, Portland, OR 97213	Order No. 7. (Supplemental #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and grub slide and waste areas including disposal of houses and miscellaneous out buildings.

Remove slide material to slope and grades as directed by the engineer and place in disposal areas as directed.

Location by station numbers:

Slide Location: Rt. "Ls" 805± to 842± or as limits define themselves.
Disposal: Throughout project or as directed.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$144,000.00
Labor	48,000.00
TOTAL	$192,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization as it stems from a slide condition which has developed outside the normal slopes. Rates as per AGC-State agreement.
The purpose of this order is to extend the limits of the original order to cover expanded slide activity.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,617,631.50	
Present estimate of project cost, including ~~$192,000.00~~ for work under this order	$ 11,617,631.50	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: Ray T. Hein, Resident Engineer

Approval Recommended: [illegible] for Construction Engineer or Bridge Engineer

Approval Recommended: Allan C. [illegible], Division Engineer

Approved F. B. Klaboe, Deputy State Highway Engineer

2-6-70

RECEIVED
JAN 21 1970
FOR FILING

I-205-[illegible]
1150

January 20, 1970

W. L. Schroeder
Assistant Professor
School of Engineering
Oregon State University
Corvallis, Oregon 97331

Dear Professor Schroeder:

Reference is made to your letter of January 19 concerning the West Linn slide on Interstate 205.

We will cooperate as much as possible in making available to you or your Department the data and information along with our analysis of it.

I would suggest that you deal directly with Mr. L. W. Rulien, Division Engineer for Division I in which West Linn lies. Mr. Rulien's mailing address is Post Office Box 02157, Portland, Oregon 97202 and his telephone number is 654-7741, extension 262.

If we can be of any further assistance, please advise and we will do the best we can to help you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan - Enc.
L. W. Rulien - Enc.

OREGON STATE UNIVERSITY CORVALLIS, OREGON 97331

SCHOOL OF ENGINEERING
Reply to: **THE DEPARTMENT OF CIVIL ENGINEERING**

January 19, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

During the past month I have been talking with Dan Gano, your Metropolitan and Division 1 Geologist, about the possiblity that information accumulating in O.S.H.D. files on the large landslide on FAI-205 at West Linn might provide the material upon which to base a Master's Degree thesis for a Civil Engineering student here at O.S.U. He suggested that I write you for approval.

It is seldom that such an extensive program of movement measurement is undertaken, and of course the data that results provides information essential to a stability analysis. If this information and the earth-moving records could be made available, an analysis can be made which indicates what the strength of the material in the zone of movement should be. I would like to have a student do this, and then sample and test the material and make appropriate comparisons. The study results would be available to the state.

Thank you for your consideration.

Very truly yours,

W. L. Schroeder
Assistant Professor

WLS:lc

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

~~STATE FORCES~~
NOT INVOLVED

Form A 400-5M

I-205-7(11)294
7150

STATE COPY

G-11P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 27 JAN 1970
Order No. 8
U. S. ~~BUREAU OF PUBLIC ROADS~~

Project Name West Linn--Tualatin River Date January 16, 1970

Highway East Portland Freeway Contract No. 7150 F. A. Project No. I-205-7(11)294

County Clackamas Prefix 603-1002 Account No. 285-08

Description of Work To Be Done:

Install 2-inch water meter for service to Willamette Falls Safety Rest Area water supply.

NOTED
F. E. KIRBY

Location by Station Numbers:

"Ls" 802+50 Rt.

Estimate of Quantities and Costs:

Purchase of 2" water meter	$240.00
Labor & Misc. Fittings to install	60.00
TOTAL	$300.00

Explanation:

Work to be performed by City of West Linn. Standard labor and material charged by the city when installing a metered water service connection.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$11,617,631.50	
Present estimate of project cost, including $300.00 for work under this order	$11,617,631.50	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: Harry Wilson
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: F. H. Morgan
Deputy State Highway Engineer, Assistant State Highway Engineer or

1-28-70

RECEIVED
JAN 21 1970
FOR FILING

Form FHWA-[illegible]21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

I-205 [illegible] 001

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 15, 1970

In reply refer to: 08-35.1-DA

71504

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
State Force Order No. 7

Reference is made to your letter dated January 13, 1970 concerning the subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.
3. The work needs to be performed in cooperation with the Engineering Firm in locating a new reservoir site and in accordance with approved agreements. This work includes subsurface foundation exploration to prevent extensive slide action and damage to the proposed facility. The uncertainty as to extent of the work, drilling conditions to be encountered and possible delays would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.
4. The amount of work is too small to warrant a separate contract.

Reimbursement is to be made on an actual cost basis.

A signed copy of the order is returned herewith.

Attachment

1-21-70
REFERRED TO Morgan w/enc.
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A-166—5M

6-11

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 16 JAN 1970
Order No.
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name West Linn--Tualatin River Date December 19, 1969
Highway East Portland Freeway Contract No. 7150 F. A. Project No. I-205-7(11)294
County Clackamas Prefix 603-1002 Account No. 235-07

Description of Work To Be Done:
Foundation exploration for proposed reservoir site for the City of West Linn.

Location by Station Numbers:
Lt. "SR" 843 to 846

Estimate of Quantities and Costs:

Equipment......	$ 800.00
Labor..........	1,200.00
Material.......	500.00
TOTAL	$2,500.00

Explanation: This foundation exploration is necessary in order to select a suitable reservoir site for the City of West Linn. Their present reservoir has been incapacitated by a landslide which resulted from heavy excavation for the above project.
Permission received and worked started 12-17-69

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $11,617,631.50
Present estimate of project cost, including $2,500.00 for work under this order $11,617,631.50
Expected under-run / over-run (amount) $
Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Hun Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer
for

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction Engineer

I-205-7(11) W. Linn-Tualatin R. Section, 1968
294 E. Portland Frwy. (Grad., pav.,
#7150 signs, struct. & illu.) Folder #1

C+P 2948
3919

I-205-7(11)294	#7150	
Broadway St. Undercrossing	Br. # 9703	
West "A" St. Undercrossing	9704	
Sunset Ave. Undercrossing	9724	
10th St. Overcrossing	North Bound South Bound	9728 9728A
Blankenship Rd. Overcrossing	North Bound South Bound	9734 9734A
Woodbine Rd. Overcrossing	North Bound South Bound	9735 9735A
Johnson Rd. Undercrossing	9736	
Tualatin River Bridges	North Bound South Bound	9737 9737A

RECEIVED
DEC 1 1969
FOR FILING

I-5 7(11)-91
7150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 28, 1969

SUBJECT:

To: MEMO TO THE FILE

3/5//

Larry Rulien and I met with the following representatives of the City of West Linn in the West Linn City Hall today to further discuss the solution of the West Linn reservoir problem:

Frank Schumaker, Mayor
Richard W. Dippner, City Manager
Merle Irvine, Public Works Director
Herbert Reagan, Council President
Joseph Worth, CH_2M, Consulting Firm employed by West Linn
Ed Worth, CH_2M

I advised the City that there were three ways we could approach this problem:

1. Repair the existing reservoir with a rubber liner or some similar treatment and take a chance on refilling it.

2. Construct a new reservoir of approximately the same value as the existing reservoir (assuming that the City would receive full value at today's prices for this existing reservoir) in the near vicinity of the existing reservoir.

3. Pay the City a sum of money equal to the cost of constructing a new reservoir of the same size as the existing one and they could then take this money and do whatever they wished with it.

I also advised the City that Bureau regulations generally require us to reduce the value of a facility, such as the existing reservoir, by the amount the existing reservoir has depreciated. The reaction to this statement was one that I expected, with the City telling us that if this was going to be the case they could see no purpose in discussing the matter further. They had a good, operating reservoir prior to our working in the area and that now they feel they have nothing of value left. I told them that I would not press this point further and that I agreed with their premise and that we would do all in our power to get the Bureau to see the light. No further discussion on this item followed.

The City stated that on recommendation of their consulting firm and based on their own knowledge, they would not accept alternate number 1 above. It is their very strong feeling, supported by their consultant, that the repair of the existing reservoir is impractical and might result in severe damage to the area (for instance, what would the consequences be if the reservoir failed completely and dumped about 600,000 gallons of water down on the town in one torrent?). We agree with the City's conclusion in this regard and agreed that we would press no further on the rehabilitation of the existing reservoir.

The City was inclined to accept the third alternate listed above and use the funds received in the construction of a much larger reservoir in a different area of the town. However, they have a great deal of budget problems and could not foresee when they could come up with the additional funds necessary for alternate number 3. It was therefore decided that the only logical course would be to follow the method described above in alternate number 2; i.e., construct a new reservoir to take the place of the existing one in close proximity to the existing one.

The consultant reminded all present that the configuration of the existing reservoir is antiquated and that it would not be proper to build a new one exactly like the old one. For instance, the old one is a rectangular, open trapezoidal box-type, and most new ones being constructed today are closed spherical-type installations. They asked me how I could get around this obstacle. I advised them that I thought we could arrange to pay the City the replacement costs of a reservoir exactly the same as the existing one and that they could then take these funds and build whatever they wanted. This was satisfactory to them except for two items:

A. They desired that the State acquire the approximately three acres necessary to accommodate the new reservoir after they had told us the location on which it should be constructed; and

B. They also requested that we rough grade the area.

These items, of course, would be credited to us for work accomplished to replace the existing reservoir and they would then take the remaining funds and build a new reservoir to their choosing. All these items would be worked out and settled by agreement prior to their beginning construction.

The City will therefore immediately make suitable investigations of new site locations, including a soils investigation by their consulting firm, for which I agreed to pay, and they will advise us of their choice. Since time is of the essence and since it will take approximately four months to construct the new reservoir, it is hoped that the City will provide us with all the information, including an estimate of costs, which we will take under advisement, prior to December 11. I made no commitments to them concerning the cost but it does appear that we are both in the same ball park. Their consultant's estimate of the replacement value of the existing reservoir was $74,000+. Our estimate was $64,500 but this estimate did not contain all the necessary pipelines that would be required. Neither estimate contained any cost for acquisition of the property.

It therefore appears to me that if we acquire the new property needed and then trade it to the City for their existing property and if we do the rough grading necessary, we will probably be talking about a lump sum settlement to be paid to the City of about $70,000.

I fear that the Bureau will not agree to all of this cost but I also hope that they will agree to most of it. I think that we must proceed in this manner even if we are not able to recover all our costs from the Bureau because we cannot allow the City to go into the coming summer without the fire protection offered it by this reservoir.

Klaboe

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
H. S. Cox
D. H. Moehring
L. W. Rulien
F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name WEST LINN RESERVOIR County ______ Bridge No. ______
Section and Station ______ Highway WEST LINN - TUALATIN RIVER
Estimate Made By GEO. VAUGHN Date 11-26-69 Checked By ______ Date ______
Description & BOB KNAPP

Estimate From (Strike out the ones which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No.

Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
~~Shoring, Cribbing Etc.~~ STR. EXC.	All	RESERVOIR - 100	VALVE PIT - 100	- 200	\$6^{00}	\$1,200^{00}
GENERAL ~~Structural~~ Excavation RESERVOIR	Cu.Yd.	2,200	-	2,200	\$0.90	1,980^{00}
INLET & OUTLET LINES ~~Excavation Below Elevation Shown~~	Cu.Yd.	750	-	750	3.00	2,250^{00}
~~Untreated Timber Piling~~ BACKFILL	Lin.Ft.		-	750	6.00	4,500^{00}
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.					
Concrete	Cu.Yd.	237	32	269	65^{00}	17,485^{00}
Metal Reinforcement	Lbs.	9,030	1,830	10,860	0.15	1,629^{00}
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-				
Metal Parapet Rail #	Lin.Ft.	-				
FENCE	LIN. FT.			452	3^{00}	1,356^{00}
GRAVEL FILL FOR 4" DRAIN	CU. YD.			20	6^{00}	120^{00}
VALVE PIT HOUSING (FRAME BLDG ONLY)	LUMP SUM					1,500^{00}
RESERVOIR & VALVE PIT MANIFOLD, LUMP SUM PIPING & DRAINS						6,800^{00}
INLET & OUTLET PIPELINES	LIN FT.					17,200^{00}
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 56,020
Plus 14 1/2 Per Cent For Engineering & Contingencies 8,480
over TOTAL COST $ 64,500

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
F. B. KLABOE

Dear Sir:

Reference is made to the attached report received from Mr. R. W. Dippner, City Administrator of City of West Linn, regarding CH2M's report on the Willamette Reservoir and FAI-205 Landslide.

It would appear that we must take steps to relocate a new reservoir at a new location with appurtenant facilities prior to June 1, 1970. This date is considered the beginning of the fire danger season.

We request your concurrence in the necessity of a new reservoir at a new location. We also request authority from the Bureau of Public Roads to expend sufficient funds to cover the preparation of plans and an estimate of cost for the replacement of this reservoir.

It is proposed that the City of West Linn proceed immediately through their engineering firm, CH2M, to provide this estimate and plans for the necessary replacement facility.

May we have your concurrence in this matter.

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan

F. D. Morgan
Construction Engineer

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FDM:fw
Attachment
bc: F. B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

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Estimate From
(Strike out the ones
which do not apply)
- No plans
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Calculation Book No. ______ Loading ______

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GRAVEL FILL FOR 4" DRAIN	CU. YD.			20	6^{00}	120^{00}
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INLET & OUTLET PIPELINES	LIN FT.					$17{,}200^{00}$
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 56,020
Plus 14 1/2 Per Cent For Engineering & Contingencies 8,480
over TOTAL COST $ 64,500

6/15
75.50

Retailed Price 64500
+40% Conting 25.800
90.300

1/50 # 90.000

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
F. B. KLABOE

Dear Sir:

Reference is made to the attached report received from Mr. R. W. Dippner, City Administrator of City of West Linn, regarding CH2M's report on the Willamette Reservoir and FAI-205 Landslide.

It would appear that we must take steps to relocate a new reservoir at a new location with appurtenant facilities prior to June 1, 1970. This date is considered the beginning of the fire danger season.

We request your concurrence in the necessity of a new reservoir at a new location. We also request authority from the Bureau of Public Roads to expend sufficient funds to cover the preparation of plans and an estimate of cost for the replacement of this reservoir.

It is proposed that the City of West Linn proceed immediately through their engineering firm, CH2M, to provide this estimate and plans for the necessary replacement facility.

May we have your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FDM:fw
Attachment
bc: F. B. Klaboe

CH2M
CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS AND PLANNERS
1600 WESTERN AVENUE • CORVALLIS, OREGON 97330
TELEPHONE: AREA CODE 503/752-4271
OTHER OFFICES IN: SEATTLE • BOISE • PORTLAND

10 November 1969

Project No. P5572.0

City of West Linn
West Linn, Oregon 97068

Attention: Mr. Richard W. Dippner, City Administrator

Gentlemen:

Willamette Reservoir and FAI-205 Landslide

This letter presents our investigation of the condition of the Willamette Reservoir. The landslide associated with the construction of FAI-205 disrupted the reservoir and the distribution pipelines, as well as damaged several houses and other property located above the work area. This investigation was authorized in September, 1969, to examine the condition of the reservoir and to recommend its repair or abandonment. Conclusions and recommendations are presented at the end of this letter.

INTRODUCTION

Willamette Reservoir is located on the hills above the Cities of West Linn and Willamette, with a water surface elevation of 387. FAI-205 is under construction below the reservoir at about elevation 220, in a side hill excavation with designed slopes of 1 on 1.5 and three benches in the cut slope. On the evening of 10 June 1969, an Oregon State Highway Department (OSHD) inspector discovered cracks in the street and ground in the vicinity of the reservoir.

On 12 June 1969, the inflow and outflow pipes of the reservoir were closed, and the water level in the reservoir dropped 0.75-feet in 2-hours. The reservoir leakage at this time was 320-gallons per minue (gpm). The reservoir inflow and outflow pipes were then opened, but the water surface continued to drop and the reservoir could not be filled. One of the reservoir joints was observed to open 0.01-feet (1/8-inch) in a 24-hour period. On 14 June, 1969, the reservoir was drained and has been out of service since. Construction of a water main to bypass the reservoir area was authorized by the OSHD, and completed one month later on 14 July 1969. The same day the bypass main was placed in service, the 8-inch main serving the City of Willamette was pulled apart by slide movements just below the reservoir.

The condition of the reservoir prior to the June landslide activity is known to be good. In March 1969, the City water superintendent commented that the reservoir leakage had recently increased because of FAI-205 construction blasting.

The leakage was measured to be 90 gpm. In April, the reservoir was drained and the joints sealed. The leakage was then estimated to be a normal amount, 10 to 20 gpm.

EXPLORATION

An investigation of the landslide has been conducted by the OSHD. Continuous sample core borings were made, and slope meter tubes installed in each boring to monitor the landslide movements. Two lines of survey monuments were established on the top of the cut to register surface movements, and the joints of Willamette Reservoir were marked for measurement of possible movements. Field surveys have been made to map cracks and other surficial features of the slide. The location of the reservoir, and features of the slide and exploration, are shown on Figure 1.

The subsurface borings, identified by the slope meter number (i.e. SM-1), were logged in detail by the OSHD. In general, the subsurface conditions encountered unweathered vesicular and dense basalt overlain by a weathered basalt and clay soils. Between the weathered and unweathered basalt zones is a thin layer of micaceous silt, 1-inch to 2-feet thick, that figures prominently in the landslide mechanism. The zones of subsurface material are shown on the cross-sections, Figures 2 and 3.

INSTRUMENTATION

The slope meter installations are monitored regularly by the OSHD. Several slope meters installed in the work area have been removed by the excavations. Other slope meter tubes have been abandoned because the movements have closed the tube to the point where the slope meter would no longer pass freely. Only SM-3 and SM-9 are still operational, but other slope meters are planned and being installed. The deflections of the slope meter installations are shown on Figure 4, and the depth of significant movements are shown on the cross-sections, Figures 2 and 3.

The survey lines, designated "T" and "T_3", are measured regularly by OSHD for both horizontal and vertical movements. These movements are presented on Figures 5 and 6. Reservoir joints are measured for separation by the City of West Linn, with the results presented on Figure 7. The plan and section of Willamette Reservoir are shown on Figure 8.

LANDSLIDE MOVEMENTS

The geometry of the landslide is defined by combining the location of the cracks at the top of the slide, the slope meter movements, and slide movements observed in the cut slope. The limits of the slide are interpreted from these data, and are shown on the cross sections.

The boring logs disclosed a micaceous silt layer between the weathered and unweathered basalt zones of material. The slope meters generally indicate the movement to occur in this layer, by a very sharp break in the deformation curves

(Figure 4). Slope meters SM-2, 4, 5, 6, and 7 show this well-defined zone of movement coincident with the micaceous silt layer.

Slope meter SM-1 was strategically located just in front of the reservoir, but was not drilled deep enough to reach the micaceous silt or the unweathered basalt. Consequently, the readings of SM-1 apparently are entirely in the sliding material, and the zone of movement is not clearly defined. The movements recorded by SM-3 also do not define a sharp zone of sliding; the upper 30-foot zone of the weathered basalt and clay is gradually deforming downslope. Slope meter SM-8 was apparently installed in front of and below the slide, and consequently registered no significant movements. Slope meter SM-9, and more recent installations, have not yet registered deformations.

The cross section of Station LS 836+50 (Figure 3) shows the location of the reservoir with respect to the landslide. There could be some uncertainty about the exact location of the slide zone in the vicinity of the reservoir. However, the cracked area immediately around the reservoir, and movements in slope meter SM-1 to depth of at least 60 feet, indicate the reservoir to be at least dangerously on the edge of the current slide, if not upon it.

The rate of movement of the slide is indicated by the "T" and "T_3" line measurements, the reservoir joint movements, and the surface movements at the slope meters, as shown on Figures 5, 6, and 7. The "T" and "T3" lines are located at the east end of the cut, beyond where the designed FAI-205 cut slopes and benches were revised. These survey monument lines indicate a constant rate of movement, up to 4-inches per month horizontally and 2-inches per month vertically. The surface movements at the slope meters also show a generally constant rate of movement, and SM-3 shows an accelerated rate of movement to about 2-inches per month beginning the middle of August. The reservoir joint movements also show a constant rate of movement, and now total a maximum of about 1-inch. None of these measurements indicate that the landslide movement is slowing down, or that the design slope revisions shown on the cross sections has effected the rate of movement.

RESERVOIR EVALUATION

The current physical damage to the reservoir is quite nominal, and could be very easily and economically repaired if the landslide was stable. The joints in the concrete lining could be sealed, and the transmission mains to and from the reservoir could be restored. However, no serious consideration can be given to repair of the reservoir until the landslide is stabilized. Operation of the reservoir while landslide movements continue would risk considerable property damage and possible loss of life from a reservoir failure by hydraulic piping or a major landslide aggravated by a leaking reservoir.

The West Linn water system suffered some damage while the reservoir was in operation and leaking. The water lost was a financial loss to the City. However, the most important damage to the system was loss of the fire protection function of the reservoir. The reservoir closure early last summer was a very serious matter, and appropriate reservoir capacity must be restored before next summer. Either the Willamette Reservoir must be repaired and replaced to service, or a new reservoir must be constructed and in operation by next June. Therefore, the evaluation of the landslide and the repair or abandonment of Willamette Reservoir must be based on the current conditions and circumstances.

A portion of the FAI-205 slope was revised last summer by flattening the cut slopes from 1 on 1.5 to 1 on 2 and by widening the benches. The purpose of the revision was to promote stability of the slope and the reservoir. Although the revised slopes may have improved the stability, movements were by no means eliminated. All measurements indicate sliding deformations have continued at an essentially constant rate. The OSHD has started to install some horizontal drains in the slope in an attempt to intercept some groundwater and improve the stability. It has not been shown that excess groundwater contributes to the instability of the slope, and thus that horizontal drains will be beneficial. It is reported that the horizontal drain efforts have not been particularly successful in locating the suspected shear zone, or in intercepting any groundwater. It is understood that the OSHD has no other plans for slide remedies until more data can be collected and analyzed. This period of data collection and analysis is expected to continue until sometime next summer.

CONCLUSIONS AND RECOMMENDATIONS

1. Landslide movements associated with the FAI-205 construction caused spreading and leakage of Willamette Reservoir and its water mains in June 1969. The reservoir and main have since been removed from service.

2. The OSHD investigation of the slide has revealed the reservoir to be located on slide material, and the active slide zone appears to have reached the southerly part of the reservoir.

3. The FAI-205 cut slopes were flattened and the benches widened near the reservoir to improve stability, but movements of the slope and the reservoir have continued at a constant rate. Horizontal drains are being installed in the slope, but no results of this work are yet apparent.

4. The need for the reservoir is urgent. Because of the requirement for adequate fire protection for the City of Willamette, either the Willamette Reservoir must be repaired, or a new reservoir constructed and placed in service by next summer.

5. We recommend that the Willamette Reservoir site be abandoned, and that work to prepare a new reservoir elsewhere be initiated immediately. The landslide is still active, and there is no indication that the movements will not continue. Repair and operation of the reservoir with the present landslide activity bears too great a risk from a piping failure of the reservoir or a large failure of the slope caused by the leaking reservoir. The present measures to restore stability to the slope have not stopped the movement, and no further remedies are proposed.

We wish to acknowledge the assistance of the Oregon State Highway Department and the City of West Linn for the data they have supplied for this investigation. An understanding of this problem would have been impossible without their cooperation. If you have any questions regarding this investigation, please do not hesitate to call.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

E. G. Worth

EGW:ml

NOV 24 1969
FORM E-30 (12-67)
FOR FILING

[illegible] 7/11 [illegible]
7/61

NOTED
F.B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1969

SUBJECT:

To: MEMORANDUM TO FILE

Met with R. Franzke, Bob Westerman and Matusek at 10:00 A.M. Friday, November 21, 1969, at Gibbons & Reed field office, West Linn, (Willamette) Oregon. The following items were brought to my attention:

#1 - It is alleged by Westerman & Matusek that the area being excavated by the latter in the vicinity adjacent to the Walker slide is heaving. Matusek states he has excavated to grade, only to discover the next day he has to re-excavate the same area, due to the heaving caused by the slide. His concern was that cross sectioning the area being worked (for measurement and payment) would not include the extra yardage removed, caused by the heaving. They have placed targets in the vicinity to show heaving is occurring.

#2 - They request a letter, similar to one sent them after the original or first slide, south of the Walker house, appeared. This letter pertained to the State not holding the contractor responsible for the slide, etc. See Rulien's letter to Gibbons & Reed.

#3 - The access point from the old road, just north of the old slide, is to a portion of the newly constructed road that is about to be completed to base excavation. This will necessitate closure of the point of access.

Westerman says they have no word as to when they will be given a go-ahead on the slide correction work to be done (Walker slide); if to be done on force account; and if they are to haul legal loads or not. If legal loads, they will need to allow the access road to remain. If they are to do this soon, they will keep their scrapers and 180's available, otherwise they will be moving them to another part of the job area.

Talked to L. Rulien, 11-21-69 - 2:00 P.M.

#1 - Informs me he will check No. 1 right of way and arrange proper method of measurement.

#2 - I will meet with Larry Monday, 24th, to look over letter originally sent to see if it would or could apply to what they have requested. See their item #2.

#3 - Rulien informs me that contractor has been--or should be if he has not-- informed that the State is not going to give instructions that will in any way hold the contractor's regular work up.

He is not to worry about when the slide is to be moved (Walker is to move 12-15-69). If roadway is finished to a point, the access road is to be eliminated, then they are to do this. The same respecting their equipment.

The slide correction work is to be F.A. If they have to move equipment back in and reopen access, they will be paid for this work. If the access is ready to be closed prior to slide work, they are to close it.

I will be meeting with Rulien and Bud Heintz, Resident, on Monday, November 24, to further explore answers to be given Gibbons & Reed through Franzke, their attorney.

L. I. LINDAS
Staff Attorney

LIL:ap

RECEIVED
NOV 17 1969

FOR FILE
I-205 [illegible]
7151

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 13, 1969

SUBJECT: Revision to the Guardrail Details at the Bridge Rail and Posts on Bridges Under Contract

To: A. E. Johnson
L. W. Rulien
R. D. Asburry
C. T. Keasey
J. F. Putnam
H. S. Coulter

[illegible]

We are attaching reduced size prints each of Drawings Nos. 24846, 23603, 23653, 23610 and 23670 which are the standard handrail drawings for the 2 and 3 tube oval and rectangular handrails along with the new guardrail anchor details at the end posts.

It is the opinion of the Bureau of Public Roads that the revised connection of the guardrail to the end posts is superior to that shown on the previous drawings. They have requested that the new method be used on all structures which use the four types of handrails listed if the structure is not to the stage of construction which would require excessive remodeling. The contracts which have structures with the above type rails which are not as yet completed are as follows:

Division I	Contract 7275	-	East Portland Freeway-Wilsonville Interchange Section
	Contract 7261	-	Harmony Rd. Intchg.-Cascade Hwy. Sec.
	Contract 7151	-	Tualatin R.-Pacific Hwy. Sec.
	Contract 7150	-	West Linn-Tualatin River Sec.
Division II	Contract 7316	-	Silver Creek (Silverton) Br. Sec.

The Bureau of Public Roads has especially requested that the structures in Contracts 7150 and 7151 be changed. The rest of the contracts listed above have not reached the handrail stage and can be changed with the possible exception of Contract 7261 which is nearing completion and may be at the point where the change would be uneconomical.

NOTED
TOM EDWARDS

The above being a change in plans negotiations for a price agreement should be made and presented through the normal channels as soon as practical.

If more sets of prints are required, please advise.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards (w/1 set) ✓
A. A. Rear (w/1 set)
Herb Schell (w/1 set)

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NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1969

FOR FILING
FORM-E-20-X (12-67)
I-205-7(11) 394
7151

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 10, 1969

SUBJECT: E. W. Walker Property
Contract No. 7150

To:

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

ATTENTION: Mr. John R. Oakes

Herewith a copy of a letter from Division Engineer Rulien, dated September 25, 1969, regarding purchase of subject property.

This matter has been discussed with Mr. Klaboe. Please proceed with appraisal work necessary in this matter and program this property for acquisition.

An offer to the Walkers should be made as soon as convenient. Condemnation for acquiring this property at this time should not be attempted without further approval from Mr. Klaboe.

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc F. B. Klaboe
L. W. Rulien

RECEIVED
OCT 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 9 - 1969

FOR FILING
I 205-7(11)294
7150

October 8, 1969

3075

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon I-205-7(12)290, Tualatin River-Pacific
Highway Section, East Portland Freeway
Your Reference: 08-35-DA

Your letter of September 26 requested design data to support a proposed change in pavement structure wherein cement treated base would be substituted for stone base. An estimate of monetary savings to both Contracts 7150 and 7151 was also requested.

An estimated 394 (two-lane) sections remain to be surfaced on the "Ls", "LN" and "G" lines. Computations of quantities and monies involved for three situations are shown on the attached sheets and are summarized as follows:

See attachment
in #7151

No. 1 - Two inches of CTB for three inches of Stone Base

Increase overall cost Contract No. 7151	$ 1,780.88
Decrease overall cost Contract No. 7150	11,034.96
Net Savings	$ 9,254.08

Total percent fatigue used, 38 percent for this proposal (see attached sheets).

No. 2 - One and a half inches of CTB for three inches of Stone Base

Decrease - Contract 7151	$ 9,018.66
Decrease - Contract 7150	16,483.78
Net Savings	$25,502.44

Total percent fatigue used, 59 percent for this proposal (estimated).

No. 3 - One inch of CTB for three inches Stone Base

Decrease - Contract 7151		$19,274.48
Decrease - Contract 7150		21,882.37
	Net Savings	$41,156.85

Total percent fatigue used, 80 percent for this proposal (see attached sheets).

Design data indicates proposal No. 1, two inches of CTB for three inches of stone base to be conservative with total fatigue used being 38 percent. However, for this project, we believe a six-inch depth of CTB placed directly on the lime treated subgrade to be a minimum and recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien - Enc.

GLD:fw srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 26, 1969

In reply refer to: 08-35-DA

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(12)290
Tualatin River - Pacific Highway Section
East Portland Freeway

copy #7151
m

Mr. Klaboe's September 18 letter requested our concurrence in increasing the depth of cement treated base to 7 inches placing it directly on the lime treated subbase. This increased depth of cement treated base would eliminate a 3 inch stone base between the cement treated base and the lime treated subbase.

We have reviewed this situation and would be willing to give it further consideration if the total depth of pavement structure were reduced to compensate for the added structural strength of the cement treated base. This would reduce the total quantity of base material without sacrifice to structural adequacy and should reflect a substantial monetary savings. This consideration should be given only to main lines (including "G" line) where only 3 inches of stone base has been planned.

This plan would also create a savings on the West Linn-Tualatin River Section by reducing the quantity of stockpiled material under Item 26 on that contract. Since this stockpiling is now underway we feel that your proposal should be expidited in an attempt to avoid conflict with current work.

In order to save time we request that your proposal include pavement design data and sufficient detail to fully support your change. We would also like to see an estimate of monetary savings to both contracts (7150 and 7151).

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stem

RECEIVED
[illegible]
CONSTRUCTION
DIVISION

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 18 1969
FOR [illegible]

Comment

Rtd

EAF

K 9-29

yellow copy
" #7151

September 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Re: Tualatin River-Pacific Highway Section
East Portland Freeway
Clackamas and Washington Counties

Exploratory core holes have been drilled on recent construction where the subgrade had been lime treated. Moisture was observed to be accumulating in the base rock directly above the lime, indicating the treated subgrade had become impervious to water.

It is believed this moisture accumulation could have detrimental effects on stability of the surfacing section, particularly where the depth of base rock is minimal.

The surfacing section of the Tualatin River-Pacific Highway Section of the East Portland Freeway calls for only three inches of stone base between the cement treated base and lime treated subgrade. To assure stability in the surfacing section, we propose increasing the depth of cement treated base to seven inches and placing it directly on the lime treated subgrade.

May we have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. D. Morgan
L. W. Rulien

GLD:fw sr

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-... I-... (9) 11-C

STATE COPY
G-1P

APPROVED EFFECTIVE DATE 9/...
Contingent upon modification of project agreement if additional funds are required
BY .... Brooks
Dist. Engineer
TITLE ....
DATE 26 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn--Tualatin River
Date September 10, 1969
Highway East Portland Freeway
Contract No. 7150
County Clackamas
Prefix 603-1002
Contractor Gibbons & Reed Co. -- Al Johnson Const. Co.
F. A. Project No. I-205-7(11)294
Address P.O. Box 13388, Portland, ORe. 97213
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

~~Comp~~ Compensate the contractor for refinishing slopes in areas where finishing was previously completed.

Location by station numbers:

Lt. "LN" 805 to 810

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$ 650.00
Labor	350.00
	$1,000.00 (Includes 20% profit and overhead)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A grade change has been approved through this area which willnecessitate refinishing a fill slope which was partially finished.

This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 11,617,631.50	
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 11,617,631.50	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heim
Resident Engineer

Approval Recommended: .... for
Construction Engineer or Bridge Engineer

Approval Recommended: ....
Division Engineer

Morgan 10-21-69

Approved ....
Deputy State Highway Engineer

RECEIVED
SEP 9 1969
FOR F[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 5, 1969

In reply refer to: 08-35-EC

I-[illegible]
7150

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Kluboe

SUBJECT: Oregon Project I-205-7(11)294
West Linn-Tualatin River Section
Engineering Services for STudy of Restoration
of City Reservoir No. 2

This is to confirm the verbal approval given to Mr. P. G. Preston, Oregon State Highway Division, Utility Office Engineer, on September 3, 1969 to proceed with the necessary engineering studies to determine the cause and extent of the damages to the subject reservoir and to determine what corrective measures are necessary to restore it to service. There is some urgency to this matter as without the use of this reservoir the city of West Linn has a serious shortage of water for fire protection purposes.

It is understood that this work is to be performed by the consulting engineering firm of Cornell, Howland, Hoyes, and Merryfield in accordance with the provisions of Addendum No. 2 to their agreement with the city of West Linn. It is also understood that the August 21, 1969 eligibility date as previously approved by the area engineer would apply for this work.

9-9-69

R[illegible]
Skoog - Young - Morgan - Parker
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 2 - 1969
FOR FILING

I-205-7(11)-274
7150

August 29, 1969

Mr. R. W. Dippner
City Administrator
City of West Linn
West Linn, Oregon 97068

Dear Mr. Dippner:

Your letter of August 27 to Mr. Rumbolz has been referred to this office. We are pleased that you will forward us your opinions on the Willamette Reservoir in the next few days. As soon as we get this, we will immediately discuss the matter further with you.

The last paragraph of your letter referred to the relocated 10-inch water main on Portland Avenue. We have not forgotten the matter; in fact, we are continuing to try to unravel the legal problems involved in order to settle it. Frankly, it would have been very easy for us to have written you several months ago that the matter could not be resolved in your favor. However, we are trying to be as fair as possible and we are continuing to research methods of resolving the matter to your satisfaction. Please bear with us a little while longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable Frank A. Schumaker, Mayor, West Linn
Roy T. Heinz
Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

CITY OF WEST LINN

WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR - ENGINEER

August 27, 1969

Mr. Richard H. Rumbolz
Oregon State Highway Department
P.O. Box 02157
Portland, Oregon 97202

Dear Dick:

SUBJECT: Willamette Reservoir

We are presently having our consulting engineers, CH2M, prepare an estimate to re-establish our Willamette Reservoir at a more permanent site. We will have these costs within the next few days and will forward them onto your department.

Our attorney, Mr. Biggs, has inspected the existing reservoir with our engineers and suggests that we proceed with inverse condemnation.

We still have not received an answer regarding the cost for relocating our 10" water main on Portland Avenue. You will recall, a letter was written to Mr. Forrest Cooper on the 25th of February, and, subsequently, a meeting was held in my office with Mr. Rulien and our attorney in attendance. Is it possible to get a firm answer in order that I may inform our City Councilmen of your decision?

Yours very truly,

R. W. Dippner
CITY ADMINISTRATOR

RWD:db
cc: Mayor Schumaker
Joe Worth
Roy Heinz
Paul Biggs
Andy Harila
Merle Irvine
✓ Larry Rulien

☐ DE ☐ ADE ☐ ADE ☐ OE

[illegible]

☐ TE ☐ UE ☐ DES

RECEIVED
SEP 4 - 1969
FOR FILING

7151

Routing
3 Morgan
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2
E Peens
5 Swan
Glenn
Litchfield
Gallagher
Stein

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AUG
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

4

Portland, Oregon 97202
August 27, 1969

SUBJECT:
Salamo Road Slide
West Linn-Tualatin Rv. Section
East Portland Freeway
Contract No. 7150

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Attached for your information is a copy of a letter from Roy Heinz, and a sketch map which covers the general Salamo Road slide area. This sketch shows the cracks that have developed to date, and also outlines, in plan view, the correction that we are undertaking on the westerly half of this slide. As we discussed on the ground and as recommended by Bud Heinz, I believe that we should proceed with and conclude our present slide correction work, and that we should sit back and wait until spring to make a determination of the slide correction work, if any, that needs to be taken in the easterly half of this cut.

Conclusion of our work on the westerly half of the cut will enable some kind of determination as to what shall be done with the City of West Linn's 600,000 gallon reservoir. At this time, I believe that this reservoir will have to be repaired and put back into service even if for only an interim period. In line with this, we have requested from the City of West Linn a proposal as to what they feel is necessary in order for them to give proper water service, including adequate fire protection to the Willamette area of West Linn.

The easterly half of this slide area is complicated by the presence of the elderly Walker couple in a house which is within the area that has shown some minor distress. The Walkers have been contacted by many people, including Right of Way Supervisor and myself. They have been assured of our concern and of our willingness to locate them promptly in an apartment if they become alarmed about their situation. They do not want to move unless absolutely necessary, and they indicate that they are not overly concerned at this time. However, winter rains well may change this situation, and we will have to keep a very close watch on slide movement.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc R. T. Heinz

NOTED
F. B. KLABOE

RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223

August 21, 1969

SUBJECT: Salamo Road Slide
West Linn--Tualatin River
East Portland Freeway
Contract 7150

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, OR 97202

Enclosed is a sepia showing the entire slide area on the subject project. As you know, cracks have appeared easterly from the easterly end of our original slide unloading plan. These cracks are shown on the enclosed map along with Mr. Walker's house, out building, and pump house. The original unloading design started Rt. Sta. "LS" 828±. I have extended this same design back on line to Rt. Sta. "LS" 820± at which point the bench runs out onto original ground. This proposed top of slope line is shown, as is the proposed revised right of way taking through the Evans' property and the proposed additional right of way taking through the Walker property. The additional slide correction excavation amounts to 65,000 cubic yards bringing the grand total to 190,000 cubic yards plus. To date we have excavated 26,300± cubic yards of slide material from Rt. Sta. "LS" 828 to 838 out of an anticipated total of 125,000 cubic yards.

I am not convinced that the purchase of the Walker property and their subsequent expulsion is necessary at this time. I wonder if anyone has given any thought to acquiring the proposed right of way and allowing the Walker's to "rent" until such a time as some correction is actually necessary or until their need for the house no longer exists. This might be given some consideration in the event that nothing drastic occurs as our contract excavation continues in this area. If the decision is made to unload this section in the near future, a disposal area will have to be located to accommodate this material and the excess from 828 to 838. To date Mr. Cameron and myself have not arrived at a satisfactory solution to this disposal problem.

Roy T. Heinz

Roy T. Heinz
Resident Engineer

RTH:mcp

Enclosure

☐ DE ☐ ADE ☐ ADE ☒ OE

AUG 21 1969

☐ TE ☐ UE ☐ DES

RECEIVED
AUG 28 1969
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-205-7(11)290

FROM : R. W. Simpson, Division Engineer
Salem, Oregon

DATE: August 26, 1969

In reply refer to: 08-35-EC

Klaboe

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section - E. Portland Freeway
Relocation of City of West Linn's 6-Inch Water Main on Sunset Ave.

This is to confirm the verbal approval previously granted effective August 15, 1969 to proceed with the additional work needed to complete the subject relocation as described in Mr. Litchfield's August 14, 1969 letter on that subject.

8-27-69

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RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 26 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads
Box 300
Salem OR 97308

FOR FILE
I-205-7(11)294

7150

DATE: August 19, 1969

In reply refer to: 08-35.DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

I-205
SUBJECT: Oregon I-~~5~~-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
City of West Linn
Utilities Relocation

Klabor

This letter will confirm the August 5, 1969 verbal approval by our Area Engineer Christianson to the additional engineering costs requested by CH_2M under the West Linn Utilities Relocation Contract. Reference is made to the August 1, 1969 letter from Dave Jones to Mr. Litchfield. This matter was previously discussed with Mr. Girvin of this office in November, 1968 at which time it was recognized that additional inspection work was necessary.

As discussed with Mr. Preston on August 5, 1969 this office approves of your proposal to honor the CH_2M request for an additional $130.07 in engineering fees. This fee covers extra work ordered by the State as documented by Mr. Litchfield's August 6, 1969 letter to the City of West Linn.

Young
Litchfield } 8-20-69

RECEIVED
AUG 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1969
FOR FILING

I [illegible]
1150

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1969

SUBJECT: Steel Box Girder Structure
West Linn - Tualatin Section
Contract 7150

To:
Mr. R. L. Porter
Asst. State Highway Engineer
Office

The Materials Division has been performing ultrasonic inspection of full penetration Tee welds on the subject structure being fabricated at Northwest Steel Fabricators in Vancouver, Washington. We had been experiencing some difficulty in interpreting the defect indications so I wrote for advice to Mr. Dexter Olsson of Bethlehem Steel Co., Bethlehem, Pa., who was the instructor of our BPR-sponsored ultrasonic course in Pottstown, Pa. in 1967. Mr. Olsson's response, enclosed, indicates he would be able to meet with me at the Bethlehem plant at Pinole Point, California on August 27.

I feel that it would be to our advantage to meet with Mr. Olsson, and perhaps, also, the ultrasonic engineer from the California Highway Division, who was responsible for the ultrasonic inspection of our structures for the Tualatin River - Pacific Highway Section, Contract 7151, so that we might discuss our mutual problems.

In as much as I should take our ultrasonic instrument and weld samples I propose to drive to Pinole Point (Richmond) by State car on August 26 and return on August 28.

Estimated costs are as follows:

Transportation, 1200 miles at $.05	$60.00
Motel, 2 nights at $11.00	22.00
Meals, 3 days at $8.00	24.00

Please consider this a request for authorization for the trip.

8.19
Orig to Jenkins
Copy to Shaw
acctg.
Florence
Filed
F.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date Aug 19, 1969

John C Jenkins
JOHN C. JENKINS
Engineer of Materials & Research

RECEIVED
AUG 19 1969
OFFICE OF

JCJ:zf

Bethlehem Steel Corporation
BETHLEHEM, PA. 18016

J. E. JACOBS
VICE PRESIDENT, OPERATIONS
S. M. BROWN
CHIEF METALLURGICAL ENGINEER
D. A. OLSSON
METALLURGICAL ENGINEER

August 12, 1969

Mr. John C. Jenkins
Engineer of Materials and Research
Oregon State Highway Department
Salem, Oregon

Dear Mr. Jenkins:

Confirming our telephone conversation of today, I think it would be an excellent idea to get together at our Pinole Point Fabricating Shop on Wednesday, August 27 to review the ultrasonic testing of welds and particularly to discuss straight beam testing and flat bottomed hole calibration methods.

As I told you, we have had several contracts requiring this sort of test; and, as a result, have a number of different flat bottomed hole standards at Pinole.

When you arrive at Pinole, please ask for Mr. Bob Klitgaard, our Manager of Fabricated Steel Construction for the West Coast.

I will be staying in San Francisco at the Saint Francis Hotel, and plan to arrive at Pinole Point about 9 A.M. I am looking forward to seeing you on the 27th.

Yours very truly,

D. A. Olsson
Metallurgical Engineer
Staff of Vice President-Operations

DAO:ear

RECEIVED
AUG 13 1969
MATERIALS DIVISION
OFFICE

I-205-7(11)294

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-106—5M

STATE COPY

G-1r

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
AUG 1969
Dist. Engineer
U.S. Bureau of [illegible]

C

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name West Linn-Tualatin River
Date August 6, 1969

Highway East Portland Freeway
Contract No. 7150
F. A. Project No. I-205-7(11)294

County Clackamas
Prefix 603-1002
Account No. 290-06

Description of Work To Be Done:

Document transfer of 19 = 25' concrete piling from Contract 7150, Prefix 603-1002 to Contract 7151, Prefix 603-1003.

NOTED
F. B. KLABOE

Location by Station Numbers:

From Sta. 1011+00 Tualatin River Bridge
To Sta. 1120+00 Prosperity Park O'xing

Estimate of Quantities and Costs:

Credit Contract 7150; 19 - 25' concrete piling at Furnish Concrete Piling Bid Item Price of $3.52 Lin. Ft.

475 Lin. Ft. at $3.52/Lin.Ft. = $1,672.00

Explanation: The above 19 - 25' plan length piling were delivered to Contract 7150 job site. These piling became surplus when longer length piling were required to obtain bearing. Transfering these piling to Contract 7151 will immediately make use of these piling and eliminate additional handling and stockpiling costs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $11,617,631.50

Present estimate of project cost, including $(1,672.00) for work under this order $11,617,631.50

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arvey Nelson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer ~~XXXXXXXXXX~~

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ F. D. Morgan ✓ 8-27-69 ~~XXXXXXXXXXXXXXXXXX~~ Construction Engineer

I-205-7(11)294

C

AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

715

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement
funds are
Date 31 JUL 1969
U.S. Bureau of Public Roads

Project Name	West Linn-Tualatin River	Date	August 5, 1969
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed Co. -- Al Johnson Const. Co.	F. A. Project No.	I-205-7(11)294
Address	P. O. Box 13388, Portland, Oregon 97213	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and grub slide area and waste areas. This includes the disposal of two (2) houses and miscellaneous out-buildings.

Remove slide material to slope and grades as directed by the engineer and place in waste areas as directed.

Orig to Morgan
cc to Shing
8-20-69

Location by station numbers:

Lt. & Rt. "Ls" 820 to 842
Lt. "Ls" 870 to 920 (2800' equation)

Estimate of quantities and cost:

Equipment	$144,000.00
Labor	48,000.00
TOTAL	$192,000.00 (includes 20% overhead and profit)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in the original authorization as it stems from a slide conditions which has developed outside the normal slopes. Rates as per A.G.C.--State agreement.

This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $192,000.00 for work under this order	$11,617,631.50
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy T. Heinz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ G. L. Decker for Construction Engineer

SP*23577-734

RECEIVED
AUG 11 1969
FOR FILING

I-205-7(11)294

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 5, 1969

In reply refer to: 08-35

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section, East Portland Freeway
Addendum to Engineering Agreement and Emergency Water Line Relocation - City of West Linn and CH_2M

By letter dated July 29, 1969, Mr. Litchfield has requested our approval of Addendum No. 2 to the subject agreement pending subsequent determination of the State's responsibility for reimbursement of engineering services involved in relocation or repair of the Willamette Reservoir. The documents submitted with Mr. Litchfield's letter have been reviewed and found to be in order.

This letter will confirm Mr. Burghardt's established eligibility date of June 11, 1969 and Mr. Christianson's verbal authorization to proceed with the work on June 13, 1969. Approval of Addendum No. 2 is hereby granted subject to the conditions mentioned in Mr. Litchfield's letter.

Also by letter dated July 29, 1969, Mr. Litchfield requested our approval to perform emergency relocation work by contract methods and restoration of service by city forces. This work has been supported by documents attached to Mr. Litchfield's letter including SFO No. 1 Supplement. Approval is hereby granted based on the aforementioned eligibility date of June 11, 1969.

8-8-69

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1 Supplement

Project Name West Linn-Tualatin River Date July 7, 1969

Highway East Portland Freeway (I-205) Contract No. 7150 F. A. Project No. I-205-7 (11) 294

County Clackamas Prefix 603-1002 Account No. 285-01

Description of Work To Be Done: Construction of a 10-inch water main to replace a 10-inch water main endangered by the development of a slide at approximate Highway Sta. 835; and other related miscellaneous work. The purpose of this water line is to provide an alternate line to the Willamette area of West Linn, in case the existing line should be disrupted by the slide.

Location by Station Numbers: "L^n" 804+00, 230 ft. lt. to L^n 842+25, 180' lt. generally along Willamette Falls Drive (a County road.)

Estimate of Quantities and Costs:

*Estimated Cost	$63,170.00
**Water Service for Earl Walker	1,400.00
Contingencies	6,457.00
	$71,027.00

*See attached letter dated 19 June, 1969, to Frank T. Matthews from CH2M.
**See attached letter dated 3 July, 1969, to Merle Irvine from CH2M.

Explanation: See attached explanation.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $ 71,027.00 for work under this order	$11,617,631.50
Expected under-run over-run (amount)	$
Expected under-run over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. T. Heinz Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer X XXXXXXXXXX

Approval Recommended: /s/ L. W. Rulien Division Engineer

Approved: /s/ F. D. Morgan Construction Engineer XXXXXXXXXXXXXXXXXX

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

EXPLANATION OF STATE FORCE ORDER #1 SUPPLEMENT

West Linn - Tualatin River
E. Portland Fwy. (I-205)
FAP I-205 -7 (11) 294
Prefix 603-1002-285

On June 10, 1969, the swing shift inspectors were notified of cracks opening in the ground above the freeway cut at Station 835 (approximate). These cracks were inspected and it was determined that the cut was beginning to slide.

It was decided that if the slide continued to move any more, that it would sever the water main to and from the city reservoir. Between June 11, 1969 and June 13, 1969, it was decided what course of action to take. The course being to construct a new water main along Willamette Falls Drive to replace the water line (Main F) above the cut.

Verbal condurrence was received on June 13, 1969, from the B.P.R., and additional concurrence for re-establishing water service to Mr. Earl Walker was obtained July 3, 1969. Work began June 16, 1969.

The work is being done by the utilities contractor for the City of West Linn, except for the re-establishment of service to Mr. Walker, which is being done by the City of West Linn.

Other pertinent data used in preparation of this S. F. O. was:

(1) CH_2M's letter dated June 19, 1969, to Frank Mathews (copy enclosed).

(2) CH_2M's letter dated July 3, 1969, to Merle Irvine (copy enclosed).

(3) Mr. Dick Rumbolz's Memo to the Files regarding slide damage to West Linn water, dated June 11, 1969. (In Division I files).

(4) Mr. Dick Rumbolz's Memo to the Files, Emergency Restoration, West Linn Water, dated June 17, 1969. (In Division I files).

CH2M
CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS AND PLANNERS
BOISE CASCADE BUILDING • 1600 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201
TELEPHONE: AREA CODE 503/226-6521
OTHER OFFICES IN: SEATTLE • BOISE • CORVALLIS

3 July 1969
Rec. No. P5572.2

Mr. Merle Irvine
Assistant City Engineer
City Hall
West Linn, Oregon 97068

Dear Merle:

Concerning the problem of water service to the Walker residence, it will be necessary to install a small booster pump and pressure tank at approximately station 21+50 on Main F (see Sheet 6 of 12, I-205 Utility Relocation Water System - Schedule W). This installation will be required due to the abandonment of that portion of Main F on the north side of the I-205 right-of-way and the reduced pressure in the water line at this location.

Main F should be disconnected and a 10-inch plug with a 2-inch blow-off installed on the west side of the 10-inch gate valve at station 21+50. The 10-inch main should be taped on the east side of the valve and a booster pump should be installed adjacent to the main to serve the Walker residence.

The following is the estimated cost of the proposed work, assuming construction by City forces:

1.	Disconnect main, install plug, and blow off	$ 200
2.	Tap main, furnish and install 3/4 h.p. booster pump and 42 gallon pneumatic tank with pressure controls	400
3.	Housing for pump and tank	150
4.	1" water line (300 ft. at $1.50 per foot)	450
5.	Electrical service to pump	200
	Total	$1,400

Should you have any questions, or desire more information, please call me.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

APPROVED
V. E. SKOOG, Controller

James E. Baker

jb

CH2M

CORNELL, HOWLAND, HAYES & MERRYFIELD

ENGINEERS AND PLANNERS

BOISE CASCADE BUILDING • 1600 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201
TELEPHONE: AREA CODE 503/226-6521
OTHER OFFICES IN: SEATTLE • BOISE • CORVALLIS

19 June 1969
Rec. No. P5572.0

Mr. Frank T. Matthews
Frank T. Matthews, Inc.
5203 S.E. 108th Street
Portland, Oregon

West Linn Pipeline on
Willamette Falls Road

Dear Mr. Matthews:

As discussed on and since 12 June 1969, this letter is to confirm a verbal directive of 14 June 1969 to construct the subject pipeline. My verbal directive was in response to a verbal directive from Mr. Larry Rulien, Division Engineer, Division 1, Oregon State Highway Department, and Mr. Richard W. Dippner, West Linn City Administrator, to proceed with the construction as I had discussed with them.

The subject pipeline is basically a 4000-foot long pipeline along Willamette Falls Road from Tannor Creek westward to approximately Sixth Street in the Willamette area of the City of West Linn. The pipeline is generally to run along the shoulder on the river side of Willamette Falls Road, approximately four to five feet outside the location of the high pressure gas main.

The decision to award the contract to you was based on your immediate moving into the project area and commencing construction, and working a ten to twelve hour shift, six days per week. It is anticipated that the pipeline will be completed and in operation by 27 June 1969. The following tabulation is an estimate of the project costs, based upon quantities roughly estimated by yourself and our engineers, and unit prices proposed by you on 14 June 1969.

	Quantity	Unit	Unit Cost	Total
Mobilization Bond & Insurance	L.S.			$ 4,000.00
Trench Exc. & Backfill				
Class C				
0-6'	4,500	l.f.	2.50	11,250.00
6-8'	200	l.f.	3.75	750.00
Class D				
0-6'	50	l.f.	6.00	300.00
6-8'	50	l.f.	9.00	450.00
Rock Excavation	500	c.y.	14.00	7,000.00
Imported Select Backfill above Pipe Zone	100	c.y.	5.00	500.00
Surface Restoration				
Crushed Rock	500	c.y.	4.00	2,000.00
Pavement Replacement	100	l.f.	3.50	350.00
Cast-Iron Pipe				
6-Inch	20	l.f.	3.50	70.00
10-Inch	4,780	l.f.	5.50	26,290.00
Fittings	3,000	lbs	0.60	1,800.00
Granular Pipe Zone & Pipe Base Material	4,000	l.f.	1.50	6,000.00
Mechanical Couplings	20	dia-Inch	7.50	150.00
Valves & Valve Boxes				
6-Inch G.V.	3	ea.	120.00	360.00
10-Inch G.V.	6	ea.	225.00	1,350.00
8-Inch Tapping Tee & G.V.	1	ea.	550.00	550.00
				$63,170.00

It is understood that the estimate of quantities was quite rough and that certain piping and valve layouts will be modified prior to installation to better fit the needs of the City of West Linn. It is further understood that the materials and workmanship of construction shall conform to the agreement between your firm and the City of West Linn as contained in the Contract Documents for the construction of I-205 Utility Relocation for the City of West Linn, Oregon, dated June 1968, as prepared by Cornell, Howland, Hayes & Merryfield, Record No. P4690.7. It is our intention to add this work as an addendum to that contract subject to modifications which may be required by the concerned parties.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

APPROVED
V. E. SKOOG, Controller

Joseph E. Worth
Water Projects Manager
Portland Office

cc: City of West Linn
Oregon State Highway Department

jb

FORM E-20 (12-67)

Morgen
Decker
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 18 1969
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 17, 1969

SUBJECT: Emergency Restoration
West Linn Water
West Linn-Tualatin Riv. Sect.
E. Portland Fwy. (I-205)
Clackamas County

To: MEMO TO THE FILES

On Saturday, June 14, 1969, during the course of several phone conversations, it was established that Frank Matthews, utility contractor for City of West Linn, should begin work on the installation of the 10-inch water main from Tanner Creek to roughly Station 841 on subject ~~property~~ project. This line is to be built along Willamette Falls Drive and will serve to connect a water supply from West Linn Proper to the Willamette area. This work is of an emergency nature in that if the impending earth slide near the City's reservoir No. 2 should occur, water supply to the Willamette area would be severed.

Joe Worth of CH_2M phoned me Saturday morning and gave me the unit prices that he had negotiated with Frank Matthews for this work, and the reasons that these prices were higher than on the original contract. I passed this info to Phil Preston in Salem, who discussed it with Ted Litchfield and called back later to say that they were of the opinion that we should authorize work to begin, since this was an emergency, but that we should list the reasons for the increase in unit prices over Matthews' original contract, in order to satisfy the B.P.R. While I was making a comparison of total costs by extending the new unit prices, Joe Worth had been in conversation with Mr. Rulien, Division Engineer, about this same matter. Mr. Rulien called me to say that he had discussed this with Joe Worth and that he had authorized CH_2M to instruct Matthews to begin work, on the basis of the newly negotiated prices. CH_2M was to initiate a letter of instruction to Matthews detailing prices and work to be done. Mr. Rulien said that he had talked to Mr. Christianson of the B.P.R. on Friday, June 13, and that Mr. Christianson had given his concurrence to proceed with the work.

As per Mr. Rulien's request, I telephoned resident engineer, Bud Heinz, and told him it was possible that Frank Matthews would begin work on that day. (June 14)

A comparison of total costs indicates that there will be an increase of only approximately 4 percent over what this work would have cost under the original contract between City of West Linn and Frank Matthews. Some reasons for this increase are: (a) Consideration of traffic control, since line will be installed along Willamette Falls Drive; (b) Increase in labor and materials costs due to inflation; (c) Additional payroll costs because of overtime pay for evenings and weekends.

Dick Rumbolz
Dick Rumbolz
Field Utilities Liaison Engineer

DHR/nal

cc: L.W. Rolein
T.W. Litchfield ✓

FORM 2-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 11, 1969

To: MEMO TO THE FILES

SUBJECT: Slide Damage to West Linn Water

At about 8:15 this morning, I was advised of the probability of an earth slide near the City of West Linn's reservoir at about Station 835 on subject section. If this slide occurs, the City's water lines into and out of this reservoir will be disrupted.

I notified Dick Dippner, City Administrator, and Bob Gladden of CH$_2$M, promptly upon receipt of this info. Also phoned Ted Litchfield's office in Salem to warn them that we would very probably need to program additional funds for emergency and/or permanent repair of City water facilities.

By about 9:30 a.m., representatives of State Highway Department, City of West Linn, CH$_2$M, and the City's utility contractor had congregated at the scene for a field investigation.

The matter of leakage from the reservoir was discussed. The City advised that this reservoir has been leaking for quite some time. I pointed out to Bob Gladden of CH$_2$M that cracks in the concrete parapet and sidewalk around the perimeter of the reservoir showed evidence of repair at some time in the past. These cracks apparently were due to lack of expansion joints and were obviously old.

The City of West Linn instructed CH$_2$M to begin planning immediately for possible emergency repair, temporary bypass, and for future permanent restoration of water facilities should the slide occur.

Dick Rumbolz
Dick Rumbolz
Field Utilities Liaison Engineer

DHR/nal

cc: L. W. Rulien
T. W. Litchfield

Routing E
Morgan
Decker
Bond
Walker
Luehme
RECEIVED
JUN 13 1969
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
/ Litchfield
Gallagher

RECEIVED
JUL 17 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(11)294
7150

July 15, 1969

City of West Linn
City Hall
West Linn, Oregon 97068

Re: Change Order No. 2
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway Highway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Gentlemen:

Change Order No. 2, dated May 29, 1969, to the City's contract with Frank T. Matthews, Inc. for water and sewer relocation has been reviewed and the method of payment and effective date for each item has been approved by the State and the Bureau of Public Roads.

An investigation was made, and it was determined that fifteen calendar days was adequate time to accomplish the work covered by Change Order No. 2. You are, therefore, granted a time extension of fifteen (15) calendar days.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: CH2M - ATTN: B. M. Gladden
F. B. Klaboe
R. E. Simpson
L. H. Young
V. E. Skoog
L. W. Rulien
R. H. Rumbolz

RECEIVED
JUL 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1969
FOR FILING

I-205-7(11)294

7150

Salem, Oregon
July 9, 1969

Mr. L. W. Rulien
Division Engineer
Division 1
PORTLAND

Willamette Falls Safety Rest Area
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County

In the selective clearing work being done at the subject project, considerable amounts of Poison Oak are being encountered. The contractor is hand-clearing, burning and cleaning up the area, but no amount of grubbing will eliminate the growth of this persistent plant.

Due to the fact that the contractor is apparently behind schedule on the subject project and the possible conflict in attempting to follow up immediately with the Landscape Improvement Contract, the landscape project has not as yet been scheduled. If such project is delayed for any length of time allowing the native growth to return, we could be faced with another clearing and grubbing item.

It is proposed that a price agreement be negotiated with the present contractor to spray the area and prevent the regrowth of the brush. Poison Oak is rarely eliminated in one application, therefore the landscape project would include spot spraying before any ornamental shrubs would be planted.

F. D. Morgan
Construction Engineer

REO:de

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7150 Section West Linn-Tualatin River FA No. I-205-7(11)294

Type Revision PA No. ____ Amount $________ Funds in Author. $________

Status Total Project Author.: Over ___% $________ Under ___% $________

Explanation (why) and Comments Spray Poisen oak in selective clearing area at Willemette Falls Safety Rest Area

Method of Payment ________ Est. increase/decrease in cost $________

Price checked by Cost Analyst ________ Discussed Asst. Constr. Engr. ________

Discussed with Christiansen on 7-16-69 by Pease

Action Recommended:
☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER
☒ PARTICIPATING
☒ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED 7-16-69
☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

RECEIVED
JUL 18 1969
FOR FILING

I-205-7(11)294
7150

Salem, Oregon
July 9, 1969

Willamette Falls Safety Rest Area
West Linn-Tualatin Section
East Portland Freeway

Mr. L. W. Rulien
Division Engineer
Division 1
PORTLAND

The original design for the subject project consisted of a somewhat symmetrical design approach - mostly lawn with a uniform slope toward the freeway. A row of Sunburst Honey Locust and a hedge of Warty Barberry was contemplated.around the westerly perimeter to enclose the area.

The construction contractor has very nearly completed the selective clearing and grubbing in this area leaving many rock outcrops, native oak trees, Oregongrape and other native plant materials.

In order to take full advantage of these aesthetic landscape features, which were not anticipated originally, it was necessary to redesign the walk locations and court area. The picnic tables and shelters were of neccessity also relocated in this area. The attached plan indicates the new design and it is to be usedin the location of these features as specified. An addition of one drinking fountain will be involved but no appreciable increase in other items of sidewalks and header boards is anticipated.

Also attached, please find a print of Drawing L 1013, Standard Litter Receptacle. As you will note, the design of the base requires that it be an integral part of the sidewalk design and should be included in this construction contract. This receptacle was specified for the last three Safety Rest Areas contracted - namely South Umpqua, Oak Grove and Sage Hen,and low bid was $50.00, $57.00 and $60.00 respectively The average of all bids received for the respective projects was $82.00, $73.00 and $76.00. Our estimate of cost is $75.00 each. The receptacles are fabricated and are available in Portland at Northern Can Company, Inc., located at 7200 S.E. 92nd Avenue.

It is requested that a price agreement be made based upon the above information for 12 litter receptacles (9 in rest area and 3 at viewpoint.)

F. D. Morgan
Construction Engineer

enc: Revised development plan
Standard Drawing No. L 1013

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7150 Section West Linn - Tualatin River FA No. I-205-7 (11) 294

Type Revision PA No. ____ Amount $ 900± Funds in Author. $ ____

Status Total Project Author.: Over ___ % $ ____ Under ___ % $ ____

Explanation (why) and Comments Furnish - Install standard litter recepticals (12) as integral part of sidewalks in Willamette Falls Safety Rest Area.

Method of Payment ____ Est. increase/decrease in cost $ ____

Price checked by Cost Analyst ____ Discussed Asst. Constr. Engr. ____

Discussed with Christianson on 7-16-69 by Pease

Action Recommended:

☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☒ PARTICIPATING
☒ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED 7-16-69

☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

RECEIVED
JUL [illegible] 1969
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 3, 1969

In reply refer to: 08-35-EC

[illegible] 294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
Change Order No. 2

Change Order No. 2 submitted with Mr. Litchfield's June 26, 1969 letter for the consultant's contract with Contractor Frank Matthews, Inc. is satisfactory.

The method of payment and effective date for each item is approved as stated in Mr. Litchfield's letter.

The extension in contract time of 15 days is satisfactory.

NOTED
F.B. KLABOE

7-9-69
orig to Morgan
copies to Litchfield
Skoog

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 1 - 1969
FORM E-30 (12-67)
FOR FILING

I-205-7(11)274
7150

REFERRED R. L. PORTER NOTED
Porter
By Asst. State Hwy. Engr.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 27, 1969

To: Memo to the File

SUBJECT: Crown Zellerbach Complaints of Blasting
West Linn-Tualatin River Section
Contract No. 7150

As a result of blasting operations on the subject contract, there have been two instances of damage to cars parked in the Crown Z parking lots. There has also been concern by the people at Crown Z for not only safety of their cars, but safety of their personnel and also possible vibration damage to their facilities. A meeting was held in the general office of the Crown Z West Linn plant at 1:15 PM Thursday, June 26, 1969. At the meeting and representing Crown Z was their plant engineer Len Greger, their assistant plant engineer Harlan Meeker, and Richard Porter of their Personnel Department. Representing the contractor, Gibbons and Reed, was Bob Westerman and their project superintendent, Bob Pierce. Representing the State was Don Haller, Bud Heinz (resident engineer) and myself.

The purpose of the meeting was to affect a closer liaison between the contractor, Crown Z and the State as to further operations that will be necessary in order to complete our project. Also, to determine from Crown Z people those things that were specifically of concern to them, and to interest our contractor in taking all steps necessary to construct the project in a manner that will not be detrimental to Crown Z nor the other ownerships adjacent to the project. Mr. Greger was the main spokesman for Crown Z and his concern was two-fold: 1--flying rocks; and 2--vibrations.

With regard to the flying rocks, he indicated that on May 5 sixteen cars had damage inflicted on them from small pit marks to windshield breakage and fair-sized dents; and that on May 17 ten cars received similar treatment. In addition to the cars, rocks were spewed in such fashion that they were very fearful of the possibility of someone being injured. He indicated that the contractor's insurance carrier had apparently reasonably expeditiously handled the claim for damage. However, he pointed out that this was nevertheless a considerable imposition on the car owners, and also the concern for safety was unresolved by this type of claim settlement.

Both Mr. Pierce and Mr. Westerman indicated the contractor's concern. They went into quite a little background of their problems relative to the work needed to excavate the rock variables involved, and the continuing possibility in this type of operation despite any and all safeguards of having an incident happen. They pointed out that in approximately 240 shots to date, they had but the two incidents. (At this point, it was pointed out that there was no implication that on 240 more shots there would be two more indicents.) They indicated in some detail that they believed they knew exactly what happened on the two occasions when cars were damaged,and they felt they had altered their methods so as to preclude those things happening again. They indicated that on one instance they were attempting to further break a layer of cap rock which was some 10 to 12 feet in depth by placing a "satelite" hole in the center of their normal pattern. They indicated their normal pattern was 4 inche holes 9 feet center to center and perhaps 30 to 40 feet deep, and that into this pattern, after consultation with powder people, they placed a 3-inch hole just through the cap rock in the center of their normal pattern in hopes of breaking up the very large and numerous oversized boulders which they were accumulating in their excavation process. As a result of this satelite hole, the center of the pattern blew out and scattered rock which did damage to the vehicles. They indicated they will not use satelite holes anymore.

They further indicated that the other incident resulted from a shot which rifled out an old seam in what would be a fairly narrow ridge which would be formed by the natural slope of the hill which falls away toward the Crown Z plant and the river, and their cut slope which will fall away in the opposite direction. They indicated that a rare occurrence of this kind was exceptionally difficult to foresee. However, since the upper portion of the cut has now been shot at this location, the lower portion will naturally have considerably more material on this outside and, consequently, this type of incident should not recur. The contractor indicated they were putting increased stemming in their holes. They also indicated other alteration in their shooting, such as the number of delays, et cetera, which should all work toward the end of more safety in their operation.

They stated that they had brought matting to the job, but did not indicate they would necessarily use it unless they were in a spot of anticipated trouble. The Crown Z people indicated they were unable to hear the warning whistles which the contractor sends prior to blasting. The contractor indicated they would work with Crown Z on this, and it was suggested that the Crown Z gateman, who is at the northerly end of the complex near the West Linn Inn, would be notified prior to blasting so as to stop foot traffic at that end and that the contractor would send a flagman to do likewise at the other end. Also, the contractor inquired into the times at which Crown Z affects shift changes and indicated he would attempt to arrange his shooting schedule (which is admittedly somewhat indefinite due to the impossibility of determining times for loading holes, et cetera) to avoid shots wherever possible at times when personnel would tend to move to and from parking lots. It was also indicated in this discussion, that there would be a much closer liaison between the contractor relative to his shooting process and our resident engineer both as to what was being shot and when it is being shot. This, in general, was the discussion as it referred to the problem of flying rocks. It was my impression that Mr. Greger was satisfied that actions were being taken to prevent recurrences of the flying rock problem; however, it had to be pointed out that in an extensive operation of this kind, a possibility of accident remains.

The second concern on the part of Crown Z is the shock of the shot and possible detrimental affects on a water storage tank, and on the facilities in their plant and buildings, many of which are very old. The contractor indicated they were utilizing seismic readings on all their shots, and that they also had a consultant, Oriard, who from time to time took readings and verified their own readings. (This was not a new subject to Mr. Greger, and the contractor had, on previous occasions, taken seismic readings for Mr. Greger as requested at various places around the Crown Z plant.) The contractor indicated that nationwide, there was a common acceptance that a vibration in the range of not to exceed 2 inches per second was tollerable in residential areas and 4 inches per second in industrial zones. It was also indicated that to date, the 2 inches per second had not been exceeded. This was discussed back and forth for some length with Mr. Greger, in particular, agreeing with the 2 inches per second, but nevertheless, remaining concerned that they would have certain buildings and facilities that, despite this limitation, remained a concern to him. The contractor indicated the changes above enumerated would very probably bring their vibration down, possibly in the range of 1.6 inches per second. Mr. Greger suggested that anything that could be done to hold things down should be done. Previously the contractor had made arrangements with Crown Z to let them know in the plant when shots were to be made so that some milling of rollers to very close tollerances could be stopped during the shot. Mr. Greger indicated that this was helping and was saving the problem of having vibration destroy their grinding to the point that several additional hours were necessary to achieve the tollerances that they were looking for. This concluded the meeting.

It is apparent that the amount of shooting necessary in such close proximity not only to the Crown Z plant but to apartments, houses, et cetera, on this project that this operation must receive our closest attention, and that Mr. Heinz and his project personnel are going to have to keep fully informed of the contractor's blasting operations and constantly emphasize and see to the contractor's continuing interest in not only completing his work, but in absolutely minimizing any possibilities of accidents to people adjacent to the project.

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Klaboe
F. D. Morgan
R. T. Heinz

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Change Order No. 2
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Dear Sir:

Attached herewith are two copies of Change Order No. 2 and attendant data. This change order was prepared by Cornell, Howland, Hayes & Merryfield, Consultants for the City of West Linn in conformance with the specifications for the subject project. It covers three changes in the work which are detailed below.

Item 1 - Adds the furnishing and installation of 209 lineal feet of 2-inch water line, fittings and appurtenances, designated Main "C", on Broadway Street for the lump sum price of $3378. (See attached sketch.)

This item was originally included in the City of West Linn's relocation plans, Phase I, to accommodate the construction of the Willamette River (West Linn) Bridge Section. As it was not in conflict with that project, Main "C" was eliminated from Phase I to avoid tearing up Broadway Street twice.

Due to an oversight, Main "C" was not included in the relocation plans, Phase II, to accommodate the construction of the West Linn-Tualatin River Section.

The addition of Main "C" to the City's contract for water and sewer relocation was discussed with Willis Grafe on January 27, 1969 and an eligibility date of January 27, 1969 was received. Please refer to the enclosed letter from CH_2M to Frank Matthews, dated March 7, 1969, authorizing him to proceed with the relocation of Main "C".

Item 2 - Provides for the extension of five (5) fire hydrants for the lump sum of $722. (See Change Order for location)

The extensions were required because our finished cut and fill slopes, at the places of installation, are higher above the water mains than a standard fire hydrant installation could reach.

The required hydrant extensions were discussed with John Girvin and an eligibility date of March 13, 1969 was established.

Item 3 - Provides for the furnishing and installation of 12-inch cast iron pipe between Manholes F-8 and F-9 (Original F-10) on Sewer Lateral F, including related and incidental work required, for a lump sum price of $1615.

The utility relocation plans originally indicated that the sewer would cross down a steep slope between Manholes F-8 and F-10. (See attached sketch). Manhole F-9 would have been a 27-foot plus drop manhole if built as originally planned. The consulting engineer, CH_2M, decided that Manhole F-9 was impractical, if not impossible, to construct. The Consultant decided it would be better engineering practice to install cast iron pipe on the existing ground line as indicated on the attached sketch.

The revision was discussed with Willis Grafe on September 18, 1968 and verbal approval given that date subject to review of the change order when submitted.

Extension of Time - The change order set out a sixty (60) day time extension. Mr. Dave Jones, Engineer Assistant, has reviewed the records and found that the additional time required was 2 days move-in and move-out, 2 days securing materials and 7 actual work days for a total of 11 work days. Therefore, it is our recommendation that a time extension of fifteen (15) calendar days be granted.

Time extensions for inclement weather will not be requested at this time. If required, a request will be made at a later date.

Your participation in these additional costs, as outlined above, and your concurrence in granting a time extension of 15 calendar days is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

Enclosure

cc: F.B. Klaboe

RECEIVED
JUN 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(11)294

Form E-208—8M

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JUL [illegible] 1969
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STATE HIGHWAY ENGINEER

STATE COPY G-1

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1969 by
Title Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	West Linn-Tualatin River	Date	June 24, 1969
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed Co. -- Al Johnson Const. Co.	F. A. Project No.	I-205-7(11)294
Address	P. O. Box 13388, Portland, OR 97213	Order No.	3 SUPPLEMENTAL #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform Extra Clearing.

OREGON DIVISION ENDORSEMENT
Approval for eligibility of work was given on 12-2-68 by approval of EWO # 3. This order serves to document the overrun in costs.

C. T. Christianson, Area Engr.

Location by station numbers:

Throughout Project 735+40 to 1019+65

Estimate of quantities and cost:

Labor	$3,000
Equipment	2,000
TOTAL	$5,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Removal of danger trees and other objectionable material outside of contract clearing limits. Objectionable material in scenic strips, rest area and viewpoint to be removed for aesthetic reasons.

Work on original E.W.O. #3 began 1-2-69 and telephone approval received from Division Office on 6-24-69 to begin work covered by Supplemental.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $5,000.00 for work under this order	$11,617,631.50
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy T. Heinz
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer
~~[illegible]~~

Approval Recommended: /s/ D. H. Haller, Jr.
Asst. Division Engineer

Approved: /s/ F. D. Morgan 11-18-69
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
~~Office Engineer~~
Construction Engineer

SP*23577-734

RECEIVED
JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7150

Form E-208-3M

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APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn - Tualatin River
Date June 17, 1969
Highway East Portland Freeway
Contract No. 7150
County Clackamas
Prefix 603-1002
Contractor Gibbons & Reed Co. - Al Johnson Const. Co.
F. A. Project No. I-205-7(11)294
Address P. O. Box 13388, Portland, OR 97213
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Rehandle and replace concrete piling as is required at the Tualatin River Bridges, when plan length piling delivered to the job fail to obtain specified bearing and are replaced by longer piling.

Location by station numbers:

1006 thru 1016

Estimate of quantities and cost:

Total equipment rental and labor $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Plan length piling have been delivered to Bents 1N, 2N and 2S of the Tualatin River Bridges. Bent 2S plan length piling did not obtain specified bearing and it is anticipated that Bents 1N and 2N will also not obtain bearing. Extra work is involved in obtaining longer piling from other locations on the job and in the re-positioning of those plan length piling delivered. The pile re-positioning is required in the moving of these piling to another bent location to be driven or to move to a second location which will not interfere with bridge construction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50	
Present estimate of project cost, including $ 500.00 for work under this order	$11,617,631.50	
Expected under-run over-run amount	$	
Expected under-run over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arvey Nelson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 7-8-69

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JUN 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7150

Form E-208—5M

STATE COPY G-1P

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 2 3 1969 By B C Brooks Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	West Linn-Tualatin River	Date	May 19, 1969
Highway	East Portland Freeway	Contract No.	7150
County	Clackamas	Prefix	603-1002
Contractor	Gibbons & Reed Co. -- Al Johnson Const. Co.	F. A. Project No.	I-205-7(11)294
Address	P. O. Box 13388, Portland, OR 97213	Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move 19 - 25' Concrete Piling and 29 - 20' Concrete Piling from west end of Tualatin River Bridge to East end of Tualatin River Bridge. Work to include loading, hauling, and unloading of these Concrete Piling.

Location by station numbers:

From 1015+50
To 1011+75

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor and Equipment Rental	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Plan Order length piling delivered to Bents 4N and 5S did not obtain bearing. To obtain bearing, longer revised order length piling were delivered and driven. A portion of the surplus original plan order length piling for these bents will be transported by Extra Work Order to Bent 2S. These piles will replace Bt. 2 plan length piles which have not been cast.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50	
Present estimate of project cost, including $ 350.00 for work under this order	$11,617,631.50	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arvey Nelson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer ~~XX~~
~~XXX Bridge Engineer~~

Approved: /s/ F. D. Morgan ✓ 6-5-69
~~XXXXXXXXXX XXXXXXX XXXXXXX~~
Construction Engineer

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 30, 1969

Cornell, Howland, Hayes and Merryfield
811 S. W. 6th
Portland, Oregon 97204

ATTENTION: Mr. B. M. Gladden

Re: Item 1 - Change Order No. 1
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294

Gentlemen:

Reference is made to Mr. Gladden's letter dated August 21, 1968, concerning Item 1 (a) of Change Order No. 1, for the City of West Linn's relocation on this project.

As discussed in recent telephone conversations, your plans (Sheet No. 6 and 7, Your Drawing No. E-4690.2) failed to take into account the fact that the State is placing a 22-foot fill on original ground across 13th Street. This matter has been discussed in some detail with you and Mr. Girvin of the Bureau of Public Roads. It was agreed that the additional cost ($1460 - see paragraph 1 (a) of Change Order No. 1 for this project) should be shared equally between CH_2M and the State.

This will confirm our verbal agreement for the State to reimburse the City one-half of $1460, or $730 on Item 1 (a) of Change Order No. 1.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: City of West Linn - Attn: Mr. R. W. Dippner
F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
R. H. Rumbolz

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APR 30 1969
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STATE HIGHWAY ENGINEER

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MAY 2 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 30, 1969

City of West Linn
City Hall
West Linn, Oregon 97068

ATTN: Mr. R. W. Dippner
City Manager

Re: Extension of Time
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Gentlemen:

A 92-day extension in contract time for reasons other than Change Order No. 1 for subject project have been approved by the State and the Bureau of Public Roads. This, together with 28 days extension approved as a portion of Change Order No. 1, brings the total extension in contract time for this project to 120 days.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: CH2M - Attn: B. M. Gladden

R. E. Simpson
F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
R. H. Rumbolz

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STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DEPARTMENT

I-205-7 (11) 294

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 30, 1969

City of West Linn
City Hall
West Linn, Oregon 97068

ATTENTION: R. W. Dippner
City Manager

Re: Change Order No. 1
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Gentlemen:

Change Order No. 1 for subject project is considered satisfactory by the State and the Bureau of Public Roads subject to the following:

1. The State will participate in one-half the total cost of Item No. 1 (a) of this change order, that is, one-half of $1460, or $730 (see our letter dated April 30, 1969, to CH2M concerning this matter).

2. It is understood that the original contract for Class 1500 Asbestos Pipe for Lateral G between Stations 11+78 and 16+46 will be deleted, and Items 1a, b, and c will include all the compensation paid the contractor for the adjustment.

3. The additional work covered in this Change Order will extend the contract for 28 calendar says. (See our letter dated April 30, 1969, concerning Extension of Time for reasons other than this Change Order.)

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: CH_2M - Attn: B. M. Gladden
F. B. Klaboe
R. E. Simpson
L. H. Young
D. H. Maison
L. W. Rulien
R. H. Rumbolz

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APR 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 16 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 14, 1969

In reply refer to: 08-35-EC

I-205-7(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7151

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn-Tualatin River Section
East Portland Freeway
Time Extension

A 92-day extension in the contract time for the subject project is satisfactorily supported by the information furnished with Mr. Litchfield's March 21, 1969 letter. This together with the 28 days previously approved brings the total extension in contract time for this project to 120 days.

4-16-69

Young - Morgan
Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4
7150

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APR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

STATE COPY

G-1P

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
APR [illegible] 1969
Date
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn-Tualatin River
Date April 10 1969
Highway East Portland Freeway
Contract No. 7150
County Clackamas
Prefix 603-1002
Contractor Gibbons & Reed Co. - Al Johnson Const. Co.
F. A. Project No. I-205-7(11)294
Address P. O. Box 13388, Portland, Oregon 97213
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Plug abandoned drilled or jetted wells with concrete, as set forth in State Engineer's Bulletin #Ch. 119, Subdivision 3, paragraph 73-008.

NOTED
F. B. KLABOE

Location by station numbers:

"Ls" 961+30	20' Lt.
"Ls" 961+57	2' Lt.
"Ln" 968+72	2' Rt.

Estimate of quantities and cost:

Material	$250.00
Labor	250.00
TOTAL	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization. These wells are drilled and cased and should be permanently plugged to avoid contamination of ground water.

This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $11,617,631.50
Present estimate of project cost, including $500.00 for work under this order $11,617,631.50
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy T. Heinz
Roy T. Heinz
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer

Approval Recommended: /s/ D. H. [illegible] Jr.

/s/ F. D. Morgan

FORM FHWA-121A (2-69)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I 205 7(11) 294

7156

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 27, 1969

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
City of West Linn Utility Adjustment

Change Order No. 1 submitted by Mr. Preston's March 18 letter for the Consultant's contract with Contractor Frank Matthews is satisfactory.

The methods of payment and the effective dates set out in Mr. Preston's letter are approved.

The extension of time for 28 days is satisfactory. We understand you will cover the intended deletion of the original contract for the Class 1500 asbestos cement pipe in your correspondence to the Consultant.

NOTED
F. B. KLABOE

4-2-69

Morgan Young
By Asst. State Hwy. Engr.

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APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING

I-205-7(11)294
7150

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Extension of Time
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Dear Sir:

Attached you will find two copies of each of the following letters pertaining to this subject:

Mr. Haller's letter dated March 7, 1969.
Mr. Heinz's letter dated February 10, 1969.
Mr. Dippner's letter dated February 6, 1969.
Mr. Gladden's letter dated February 6, 1969.
Mr. Matthew's letter dated January 28, 1969.

NOTED
F. B. KLABOE

In our letter dated March 18, 1969, we indicated that Cornell, Howland, Hayes and Merryfield, Consultants for the City, included as one of the provisions of Change Order No. 1 that the City's contractor, Mr. Frank T. Matthews, Inc., be granted a 60-day time extension. Twenty-eight of these days were for the additional work included in Change Order No. 1 and 32 days were to compensate for the unusually heavy rainfall during August and September. As you know, on January 28, 1969, Mr. Matthews requested an additional 60-day time extension due primarily to adverse weather. This second extension is in addition to the 60 days requested as part of Change Order No. 1. We propose to consider here, all time extensions requested by Mr. Matthews that are not directly related to the additional work included in Change Order No. 1, or 92 of the 120 days requested.

As pointed out in the attached correspondence, according to the special provisions for this project, a time extension may be granted for adverse weather conditions when the total precipitation during any two-month period exceeds the recognized normal for these months by 20% or more, as determined by the U.S. Weather Bureau Climatological Data. Mr. Gladden indicates that during all months concerned - August through January - the precipitation was more than 33% above normal. Mr. Gladden's Table "A" indicates that during these months there was 108 days of rainfall. He also pointed out that delivery of cast iron pipe was delayed two weeks. This was at a critical time in August before the rains commenced, and delayed the installation of water mains into the rainy season.

Mr. Matthews did his utmost to cooperate with the State's contractor. He altered his plans several times to perform work which would allow our contractor to proceed with his plans. This, of course, delayed his own operations to some degree.

Considering all the circumstances, we concur with the City of West Linn and CH_2M that the contractor be granted 92 days time extension for the delay he suffered due to adverse weather conditions and the delay in delivery of his first shipment of case iron pipe.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

Attachments

cc: F. B. Klaboe

F. B. KL

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MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Change Order No. 1
City of West Linn Utility Relocation
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294
Contract No. 7150

Dear Sir:

Attached herewith are two copies of Change Order No. 1 and attendant data. This change order was prepared by Cornell, Howland, Hayes and Merryfield, Consultants for the City of West Linn, in conformance with the specifications for the subject project. It covers certain changes in the work which are detailed below.

Item 1 - Establishes the cost to the City's project for laying and removing approximately 220 feet of 10-inch class 1500 asbestos cement pipe, and furnishing and installing approximately 470 feet of 10-inch class 3300 AC pipe. Also placing sawdust for imperfect trench backfill.

Bob Gladden, Project Engineer for CH2M, indicated in his letter to our Mr. Starkey dated August 21, 1968, (a copy attached) that the maximum cover for 1500 AC pipe is 12 feet. The depth of cover to be placed over the pipe is 28 to 30 feet. According to Mr. Gladden this will require class 3300 or 4000 pipe. Two hundred and fifteen feet of class 1500 AC pipe was installed before this design deficiency was discovered. In reviewing the plans prepared by CH2M (see sheets 6 and 7, CH2M drawing No. E4690-2) it appears that the original design did not take into account the fact that we are placing a 22-foot fill on original ground on 13th Street.

This matter was discussed with Mr. Gladden and he confirmed that the 22-foot fill had been inadvertently omitted in their design. However, he pointed out that the plans were submitted to the State and Bureau of Public Roads for their review and approval. Since neither agency discovered this design deficiency, the fault did not rest entirely with CH2M.

It was agreed that the additional cost, $1400, (see Paragraph 1(a)) should be shared equally between CH2M and the State. This matter was discussed with your Mr. Girvin on February 18, 1969, and he tentatively approved the proposal.

Paragraph 1(a) covers the additional cost incurred by the project as a result of the design omission. Your participation in one-half of this cost, $730 (one half of $1460), is requested. (See attached sheet to Mr.Gladden's letter dated August 21, 1968 for "breakdown" of that lump sum.)

Paragraph 1(b) covers the cost to the project of furnishing and installing approximately 470 feet of 10-inch class 3300 AC pipe. This pipe replaces the erroneously specified class 1500 AC pipe and will be installed from Station 11+78 fo 16+46 on Lateral G. A lump sum of $2,040 for this work has been determined reasonable by our Mr. E.L. Johnsen, Chief Cost Analyst. (See attachment to Mr. Gladden's August 21, 1968 letter).

Paragraph 1(c) covers a design change to accommodate a fill of approximately 30 feet.

Item 2 - The best information available during the design of this project indicated the existing water main on the "K" Line between Station K 856+80 and 864+00 would not conflict with our proposed construction. It is not always desirable to dig a series of pot holes in city streets during location to determine the exact depth of a water main. Therefore this task was performed during the early part of construction. As a result of that investigation we found that approximately 720 feet of 6-inch water main was in conflict with the project. See our Mr. Dave Jones' attached letter dated October 4, 1968, for details. Also Mr. Gladden's letter dated October 24, 1968 (a copy attached) which indicates the City's contractor, Frank T. Matthews, Inc., agreed to perform the additional work at unit prices specified in the contract, with the exception of an additional shipping and handling charge of 50 cents per lineal foot. The special handling charge was necessary since the additional 720 feet of water main was a special order. The exact length of the relocation was not known and to avoid an unnecessary field check, the contractor agreed to a lump sum of $365 for the special handling charge. This matter was discussed with your Mr. Girvin, and we received verbal authorization to proceed, subject to further review, for item No. 2 effective October 4, 1968.

Item 3 - This is necessary to correct an oversight in the original plans. The unit price has been reviewed by our Division Office and our Mr. Johnsen, Chief Cost Analyst and appears reasonable.

Extension of Time - Representatives of CH2M discussed the additional time required to perform the work involved in this change order with the contractor. He estimated it would take him 28 days, and he requested that his time be extended 28 calendar days. Since most of this work is now completed, our Mr. Jones reviewed the Resident Engineer's Diaries and City's reports in an effort to determine the actual time the contractor worked on this [illegible] not possible to separate out completely the time he spent on this work; but the records indicate he had men and equipment performing work on items included in this change order for a total of 25 days. The records do not indicate in all instances the number of hours worked. However, if we allow move-in, order and move-out time of 6 to 10 days, the estimated time expended by the contractor would be approximately 31 days or more. CH2M recommends extending the time on this contract 28 days for this additional work. We concur with their recommendation.

Your participation in these additional costs, as outlined above, and your concurrence in granting a time extension of 28 calendar days is requested.

The contractor also asked for an additional 32 days to compensate for the unusually heavy rainfall during August and September. We feel that any consideration of additional time for reasons other than this change order should be handled separately. Therefore that will be the subject of future correspondence.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe

RECEIVED
MAR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(11)294

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7150

Form A-106—5M

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OFFICE OF
STATE HIGHWAY ENGI

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APPROVED
Contingent upon ratification of project agreement if additional funds are required.
Date 2 [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name West Linn-Tualatin River   Date March 11, 19 69

Highway East Portland Freeway (I-205)   Contract No. 7150   F. A. Project No. I-205-7(11)294

County Clackamas   Prefix 603-1002   Account No. 285-05

Description of Work To Be Done: Provide a temporary water service to the Willamette area of West Linn. This includes installation of 884 L.F. of 6" water main and the necessary valves to control the flow of the water.

Location by Station Numbers:

Station 805 - 814 approximate

Estimate of Quantities and Costs:

Labor	$1,050
Materials	225
Equipment	225
Subtotal	$1,500
10% Contingencies	150
TOTAL	$1,650

NOTED
F. B. KLABOE

Explanation: This work was of an emergency nature to provide water service when the weight of our fill burst the existing water line.
The work was started December 12, 1968 and completed December 14, 1968.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $11,617,631.50

Present estimate of project cost, including $ 1,650 for work under this order $11,617,631.50

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy T. Heinz
Roy T. Heinz, Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XX

Approval Recommended: /s/ D. H. Haller, Jr.
Ass't. Division Engineer

Approved: /s/ F. D. Morgan ✓ 4-8-69

RECEIVED MAR 12 1969

GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE March 10, 1969

In reply refer to: 08-35.DA-1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Oregon I-205-7(11)294
West Linn-Tualatin River Section
State Force Order No. 4
Total estimated amount of the Order: $4,000
Federal participation: $3,600

NOTED
F. B. KLABOE

Reference is made to your letter dated March 5, 1969 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

3-12-69
Morgan

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible]

3

G-1P

OREGON STATE HIGHWAY DEPARTMENT

[illegible] final
funds are provided.
Date FEB 26 1969 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name West Linn-Tualatin River Date February 20, 1969

Highway East Portland Freeway Contract No. 7150 F. A. Project No. I-205-7(11)294

County Clackamas Prefix 603-1002 Account No. 278-04

Description of Work To Be Done:

Detour and Incidental Traffic Striping as required.

Location by Station Numbers:

Throughout entire project.

Estimate of Quantities and Costs:

Traffic Striping	$4,000.00

Explanation: This work not provided for in the Original Authorization. The contractor is not equipped to do this work and it can best be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,617,631.50	
Present estimate of project cost, including $ 4,000.00 for work under this order	$ 11,617,631.50	
Expected under-run over-run (amount)	$	
Expected under-run over-run (per cent)		

Submitted by: /s/ Roy T. Heinz
Roy T. Heinz Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ D. H. Haller, Jr.
Ass't. Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

~~This order does not constitute authority for expenditure until approved by [illegible] Assistant State Highway Engineer.~~

State Printing

RECEIVED
FEB 24 1969

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 19, 1969

In reply refer to: 08-35-EC

Klaboe

I-205-7(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7150

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-205-7(1)290 and I-205-7(11)294
West Linn-Tualatin River Section
City of West Linn

Mr. Preston's December 23, 1968 letter requested our formal approval for preliminary and construction engineering in connection with the relocation of water and sewer facilities owned by the City of West Linn.

The preliminary engineering work by the City of West Linn is considered to be covered under our authorization of November 18, 1966 to proceed with PS&E preparation. The construction engineering work by the City of West Linn is considered to be covered under our construction authorization of June 21, 1968 which included construction engineering. The Resident Project Inspector's work was considered as being authorized as of June 21, 1968 under paragraph 40 (Special Services) of the consultant's agreement.

2-24-69
D TO
Young - Morgan

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 7, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

KLABOE

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294
West Linn - Tualatin River Section
City of West Linn Adjustment

We concur with Mr. Preston's December 23 letter recommending that expired service life not be credited to the Main F adjustment. We agree that cast iron pipe under these circumstances has indefinite life and that functional obsolescence normally controls expected life.

Therefore, under Paragraph 9b of PPM 30-4 expired service life credit will not be necessary for Main F.

NOTED
F. B. KLABOE

1-10-69

REFERRED TO
Magon
Hwy. Engr

RECEIVED
JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

I-205-7(11)294
7150

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Engineering Construction Costs
City of West Linn
West Linn-Tualatin River Section
Project Nos. I-205-7 (1) 290 and
I-205-7 (11) 294
Contract Nos. 7105 and 7150

Dear Sir:

Following is an estimate of cost for resident inspection services performed by CH_2M forces and engineering and inspection costs performed by the City of West Linn Personnel in conjunction with the relocation of water and sewer mains owned by the City which are in conflict with this project.

Project No. I-205-7 (1) 290 (Preliminary Engr.)	
(CH_2M-previously authorized)*	$21,225
Design Engineering (CH_2M)	
Phase I *	3,000
Phase II *	16,700
City of West Linn P.E. **	500
Total P.E.	$41,425
Project No. I-205-7 (11) 294 (Construction Engineering)	
Construction Supervision (CH_2M) *	4,800
Resident Inspection (CH_2M) ***	3,350
Inspection by City Personnel (W. Linn) ***	3,250
Engineering (City) ***	3,000
	$14,400

* Previously Approved
** Approval Requested as of 4-24-67
*** Approval Requested as of 6-28-68

P.E. for the City of West Linn included work performed by their City Engineer coordinating the activities of the State and CH_2M. The City commenced work on April 24, 1967. The City first incurred engineering construction costs on June 20, 1968, the PS&E approval date for the City's contract. These costs include resident inspection and other work performed by the City Engineer's Office such as review and approval of the relocation work. Also review and approval of bill and any change orders submitted by CH_2M.

A search of our records indicates that this work has never been included in previous correspondence although it was understood by your office and ours that it was a necessary part of the project. Consequently no formal approval has been requested by this office. Your formal approval for preliminary and construction engineering as detailed above is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
DEC 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(11)294
7.1.3

December 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Expired Service Life Credit
Main F -City of West Linn
West Linn-Tualatin River Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (11) 294

Dear Sir:

Attached are two copies of a letter from CH_2M indicating that if an expired service life credit is due the State on Main F, then it would be based on a life expectency of 100 years. There is considerable evidence to justify at least a 100 year life expectency from the standpoint of deterioration of the pipe.

In a discussion held among representatives of the State, CH_2M and the City, it was brought out that although CH_2M's design is based on 100-year life for cast iron pipe, this is often shortened considerably by functional obsolescence. Changes in land use and water supplytechnology have been significant in the last 50 years. Forseeable changes in the next 50 years are more significant, and the next 100 years is beyond the imagination; therefore, expired service life credit should not even be considered when the life expectency of a facility is 50 years or more.

We recommend a negative finding for Main F under paragraph 9b of PPM 30-4 for the following reasons:

1. It is not only conceivable but likely that a change of land use would cause functional obsolescence of this main.

2. The short length (3750 feet) would increase the changes of functional obsolescence of this pipe.

3. Requiring expired service life credit based on 100-year life would require the City water users to pay the State $2345.00 for the use of a water main for the years 2056 to 2068, (the City's existing line was installed in 1956). This is unrealistic, and does not appear to follow the intent of paragraph 9b of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: F. B. Klaboe
V. L. Gallagher

Enclosure

CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS AND PLANNERS
BOISE CASCADE BUILDING • 1600 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201
TELEPHONE: AREA CODE 503/226-6521
OTHER OFFICES IN: SEATTLE • BOISE • CORVALLIS

1 December 1968
Rec. No. P4690.2

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

Re: I-205 Utility Relocation
Project No. I-205-7(11)294

The State has requested us to review the possible credit due for the expired service life of West Linn's water lines that are to be relocated by I-205 construction. In accordance with Policy and Procedure Memorandum 30-4, expired service life credit may be due for oversized lines, except where the original utility lines cross the proposed highway.

All relocated water lines in the city are crossings with the exception of the longitudinal encroachment of the existing 8-inch cast iron water line of Willamette Falls Road between stations "Ln" 805+00 and "Ln" 844+00. A 10-inch cast iron line (Main F) is to replace the 8-inch line. The limit of this replacement, excluding the crossings at both ends, is approximately 3,750 feet.

It is very difficult to ascertain precisely the service life of cast iron pipe installed in this area since most of such installations are still in use. According to the Cast Iron Pipe Research Association, 96 percent of all cast iron distribution mains, sizes 6-inch and over, laid in 25 representative cities from Canada to Florida, are still in service.

Main F was installed in March 1957 at a cost of $3.98 per foot. A long service life was expected by the city when this line was installed and a future line was planned to augment this line when

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

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DEC 5 1968
CONSTRUCTION
DIVISION

Poaso
Swan
Glenn
Litchfield
Gallagher
Stein

the water demand exceeded its capacity. However, an ancillary line would not have been required for a number of years. For purpose of determining credit an anticipated service life of 100 years will be used for the 8-inch cast iron pipe.

$$\text{Credit (\$)} = \frac{\text{Actual Service Life (yrs)}}{\text{Anticipated Service Life (yrs)}} \times \text{initial cost per foot (\$)} \times \text{Length (ft.)}$$

$$= \frac{12\text{ yrs}}{100\text{ yrs}} \times \$3.98/\text{ft.} \times 3{,}750\text{ feet} = \$2{,}345$$

Yours truly,

CORNELL, HOWLAND, HAYES & MERRYFIELD

B M Gladden

B. M. Gladden
Project Engineer

BMG:djs

C

Form E-205-5M-10-56

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(11) 294
7150

STATE COPY

G-IP

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DEC 2 1968
Engineer
U.S. Bureau of Public Roads

Project Name West Linn-Tualatin River
Date November 22, 1968
Highway East Portland Freeway
Contract No. 7150
County Clackamas
Prefix 603-1002
Contractor Gibbons & Reed Company -- Al Johnson Const. Company
F. A. Project No. I-205-7 (11) 294
Address P.O. Box 13388, Portland, Oregon 97213
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform extra clearing.

Location by station numbers:

Various throughout project. Sta. 735+40 to 1019+65

Estimate of quantities and cost:

Labor	$300
Equipment	150
Material	50
TOTAL	$500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

For removal of danger trees and other objectionable material which is outside the contract clearing limits. Work to begin about January 2, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 11,617,631.50
Present estimate of project cost, including $ 500.00 for work under this order	$ 11,617,631.50
Expected under-run over-run amount	$
Expected under-run over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer

Approval Recommended: /s/ D. H. Haller
Asst. Division Engineer

Approved /s/ F. D. Morgan 12-11-68
Con[illegible]

RECEIVED
OCT 15 1968

15 10 68

BUREAU OF PUBLIC ROADS

FOR FILE -

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: MR. FORREST E. COOPER, STATE HIGHWAY ENGINEER SALEM, OREGON I-205-7(11)294	PROJECT: I-205-7(11)294 SECTION: WEST LINN - TUALATIN RIVER EAST PORTLAND FREEWAY WORK : WATER LINE ADJUSTMENT CITY OF WEST LINN COUNTY : CLACKAMAS

FROM: 7150 R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	DATE PS&E APPROVED ------	DATE AUTHORIZED 10-10-68

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ OTHER (SPECIFY).

☒ UTILITY ADJUSTMENT.- ADDITIONAL WORK

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

THE WORK COVERED BY THE STATE-CITY OF WEST LINN AGREEMENT OF DECEMBER 14, 1965 AND SUPPLEMENTS OF AUGUST 24, 1966 AND JULY 9, 1968 DID NOT PROVIDE FOR THE ADJUSTMENT OF THE EXISTING WATER MAIN ON LEWTHWAITE STREET. THEREFORE, IN ACCORDANCE WITH THE CITY'S LETTER OF AUGUST 27TH AND MR. LITCHFIELD'S SEPTEMBER 27, 1968 LETTER, YOU ARE AUTHORIZED TO PROCEED WITH THIS ADDITIONAL WORK EFFECTIVE TODAY UNDER PPM 30-4.

NOTED
F. B. KLABOE

THE ACTUAL COST ADJUSTMENT IS ESTIMATED AT $4,520.00 OF WHICH THE STATE'S SHARE IS $3,200.00.

THIS AUTHORIZATION IS GRANTED UNDER IM 30-5-68.

RECEIVED
OCT 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE
REFERRED TO 10-15-68
BY ASST. STATE HWY. ENGR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-10-68	For R. E. SIMPSON	DIVISION ENGINEER

Gibbons & Reed Co. / Al Johnson Construction Co.

— A Joint Venture —

WILLAMETTE STATION, P. O. BOX M ☆ WEST LINN, OREGON 97068

1968
FOR FILING

I 205-7(1)
715C

September 24, 1968

NOTED
F. B. KLABOE

Dear Resident:

Very soon our company will start construction of the new I-205 Freeway that will run through your city and near your property. This project will require about two years to complete and during this period we will build 4.8 miles of four lane Freeway with 12 structures including two bridges and ten overpasses and underpasses. To do this, we must move 1.9 million cubic yards of dirt and 1.3 million cubic yards of rock --- and of course we cannot do this without creating some noise, dust and inconvenience. WE WILL DO OUR LEVEL BEST TO KEEP THIS AT A VERY MINIMUM!

First will come the clearing crews to remove the trees and brush. Burning will be necessary to clean this up, however, rest assured that this will be controlled to insure that there will be no damage to your property. Next we will start excavation and this will require some drilling and blasting. If blasting occurs near you, then you will be notified in advance as each blast will be preceeded by warning whistles. (6 short, wait 5 minutes, 2 short, wait 1 minute, blast): after the blast will be the "all clear" signal which will be one long whistle.

To move this dirt and rock we will use some very large equipment. Most of the men who will operate this equipment are family men and all of our men are very safety conscious. We are as anxious as you are to be sure that you and your children are safe. To accomplish this we must count on your help. You and your children are welcome to watch us work --- but from a SAFE distance. Please caution your children not to get too close to our operations or to play around the job site or equipment after hours.

REFERRED TO
Porter
Hwy. Engr
Info

NOTED
R. L. PORTER

We have already started work on this project and for about two years things won't be quite the same around town. We are going to be neighbors during this time and each of us will try our best to be good neighbors. When we leave we hope to leave many friends with a beautiful highway.

If at any time you have any questions or matters you would like to discuss, please feel free to call us. Our field office is located at 10th and Blankenship in Willamette, and our telephone number is 656-2983. The office hours are from 7:30 A.M. until 5:00 P.M.

Very truly yours,

R.W. Pierce

Robert W. Pierce,
Project Superintendent

RWP:bd

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OCT 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1968

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Thaddeus Bruno, Member
Portland

I-205-7(11)294

71

August 22, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 19, 1968, is requested in the award of contract for the West Linn-Tualatin River Section, Project No. I-205-7(11)294.

The contractor receiving the award is Gibbons & Reed Co., Al Johnson Const. Co. in the amount of $10,005,328.00, with Contract No. 7150 assigned. This bid was received on August 1, 1968, and awarded August 19, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

All necessary crossing permits have been issued for this project with the exception of P.G.E. which we expect to issue in the near future and at that time we will furnish you with the numbers.

We hereby certify that all contractors received revision letter No. 3 prior to the bid opening date. Not all of the return slips for certified mail from the Post Office were received nor have they been received as yet. To verify that the contractors received this revision letter we made telephone inquiries prior to the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement

Date________________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

RECEIV
AUG 27 1968

F 30 68

LETTER OF APPROVAL AND/OR AUTHORIZATION

SECTION: W.Linn-Tualatin River

WORK : Utility Adjustment

COUNTY : Clackamas

TO: FOR
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I 205 7(11)291
7150

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED: 5-31-68

DATE AUTHORIZED: 8-20-68

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION – ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ OTHER (SPECIFY).

☒ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

NOTED
F. B. KLAUDE

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Portland General Electric Company consisting of your June 19 Utilities and Railroad Attorney's letter, the July 22 Utilities letter and the plans and estimate furnished by Mr. Litchfield's August 13 letter.

Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included.

Reimbursement of an actual cost basis estimated to be $14,529.79 is approved.

Receipt of Mr. Rumbolz's July 29, 1968 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

Our program memorandum dated May 28, 1968 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

Please caution the Utility to separate PGE Job Numbers 75459 and 75472 and charge them to I-205-7(]2)290.

OFFICE USE

REFERRED TO Young - Litchfield 8-27-68
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 8-20-68

SIGNATURE OF APPROVING OFFICIAL: R. E. Simpson

TITLE: Division Engineer

RECEIVED
SEP 25 1968
FOR FILING

I-205-7(1)[illegible]

7150

August 20, 1968

Gibbons and Reed Company and
Al Johnson Const. Co.
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading, paving, structures, signing and illumination on the West Linn-Tualatin River section of the East Portland Freeway in Clackamas County for the sum of $10,005,328 and referred it to the State Highway Engineer with authority to award the contract as soon as utility crossing permits have been issued and approval of the Bureau of Public Roads is received.

These conditions were fulfilled and the State Highway Engineer on August 19, 1968, awarded you the project, which has been assigned Contract No. 7150. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday counts on this contract will begin August 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien Frank Morgan I. D. Merchant
Glen Starkey L. H. Young C. D. Matthis (SIAC)

RECEIVED
AUG 20 1968

FOR FILING

I-205-7(11)-74
7150

August 16, 1968

Mr. G. E. Roeder, Secretary
Homeowners Preservation League
Lower Tualatin Valley Chapter
Route 1, Box 297
West Linn, Oregon 97068

Dear Mr. Roeder:

This is in reply to your August 8 letter addressed to the Highway Commission Secretary concerning Interstate 205 in your area.

Probably more attention has been given in locating this highway and of fitting it into its environment than any other section in Oregon. The alignment is curvilinear and the wide right-of-way, augmented by the purchase of additional scenic strips through wooded areas using Beautification Act funds, permits the maximum retention of native trees and shrubs throughout the length of the right-of-way.

The construction plans show contour grading at all interchange areas; that topsoil will be saved and spread over constructed slopes; that areas are outlined in the median specifying where native growth must not be disturbed; that slope rounding is required; and that construction of a viewpoint and a safety rest area above Willamette Falls is included. These are basic items which contribute to the final appearance of a well-landscaped highway.

While final landscape plans have not been prepared, they will be as construction progresses. Basically, their design will be governed by the type of scenery through which the highway passes. Open and distant views will be retained, selective clearing of woodlands will be employed, possibly augmented by minimum amounts of planting for safety and traffic direction. Seeding of all disturbed slopes is in the road construction contract. This gives an immediate effect by eliminating raw earth surfaces.

You may assure your group that every effort is being made to construct a beautiful stretch of highway that is compatible with the present character of the valley.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Mark Astrup
L. W. Rulien

MHA:fr ms

HOMEOWNERS PRESERVATION LEAGUE
LOWER TUALATIN VALLEY CHAPTER
(Incorporated under the Oregon Non-Profit Corporation Act in 1966)
Registered address: Route 1, Box 290, Sherwood, Oregon 97140

THE BOARD
President:
Hugh W. Tattersall
Vice-President:
~~James R. Blake~~
P.E.Hodel
Secretary:
Gerdau E. Roeder
Treasurer:
Lawrence J. Kelsh
Directors:
Mrs. Jerry Fiala
~~Phillip E. Hodel~~
~~Charles W. Lynn~~
L. Morrison
Earl Rovig

Aug. 8th, 1968

RECEIVED
AUG 9 1968
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION,
Mr. Floyd Query, Secretary,
State Highway Bldg.,
Salem, Ore.

Gentlemen:

This organization is dedicated to the preservation of this beautiful Lower Tualatin Valley for homesites. We strongly believe that the idyllic pastoral nature of pf the Tualatin River area between West Linn and the City of Tualatin, conveniently near a large urban district, makes it ideally suited for recreation and single family dwellings.

When so expressing ourselves at the various hearings on the location of I-205 in our midst, we were repeatedly assured that this strip of highway between the cities of West Linn and Tualatin would be suitably landscaped, etc., so as to make it a "show-case of beauty."

We hoped that these assurances emanated from a realization of the true potentials of the valley, with its scenic river banks and wooded slopes, and not merely from a desire to present "sops" to overcome opposition to the highway.

However, in view of the apparent desire of some outside interests to make of this area merely another "industrial park" because of the I-205 freeway, we would like your prompt confirmation, at least, of the assurances made by members of your staff that I-205, between Tualatin and West Linn interchanges, will be suitably landscaped to make of it a truly beautiful stretch of highway and fully compatible with the present character of the valley.

We would greatly appreciate your prompt response.

Sincerely yours

HOME OWNERS PRESERVATION LEAGUE, Inc.
Lower Tualatin Valley Chapter

G E Roeder

G E Roeder, Sec.

Box 297 Rt 1
West Linn, Ore.
97068

RECEIVED
AUG 16 1968

FOR FILE
I-205-7(11)294 Klaboe
71 ED

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 2, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(11)294, I-5 - Clackamas River
Utility Adjustments: Portland General Electric Company

Mr. Cartwright's June 25 request for the underground burial for esthetic purposes of the 12.5 KV distribution line near Station 777+50 has been reviewed in the field by the Public Roads offices. Concurrence in your proposal is granted as being in the public interest.

The attached copy of Mr. Henry's July 30 memorandum covers the application of this work and the related esthetic treatment to IM 30-6-67. Mt. Henry requests several items for your consideration, of which the continuing preservation of the esthetic investment is of primary interest. We believe a State - utility policy developed on the basis of Mr. Klaboe's June 20 letter to six utilities should be accomplished in a manner that obligates the utilities to continue this effort. The vehicle for this policy could be the State Utility Permit; however, perhaps an agreement would be more desirable.

We wish to strongly urge you to carry the policy to the local municipal governments also. Agreements could be obtained with the counties of Clackamas and Washington and possibly the City of West Linn. The cooperation of the local press might also be beneficial.

Submission of the formal agreement for the relocation of Portland General Electric's adjustment should include a profile along the utility line with the highway cross section shown to help in evaluation of the esthetic benefits.

Enclosure
Memo, Henry to Simpson, 7-30-68

orig to Litchfield w/encs.
copy to Young
5-6-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Memorandum

Eng Coord
Dist A
Bridge
Planning
Right of W
Adm
File

222 S.W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

DATE: July 30, 1968

In reply refer to: 08-00.32

Hugh B. Henry
for
FROM : B. J. McClarty, Acting Director
Highway Programs Office

SUBJECT: Oregon Project I-205-7(1)290, I-5 to Clackamas River
Utility Adjustments: Portland General Electric Company

Your July 16 memorandum recommends our approval of Federal participation in the cost of an underground installation for an underbuilt 12.5 KV distribution line crossing I-205 at Station Ls 777+50. This crossing is at the east end of the I-5 to West Linn segment selected for special esthetic consideration, and is adjacent to the east end of the Willamette Falls safety rest area.

We are in full agreement with the objectives of the overall corridor plan and the specific relocation proposal but we feel that the State should take additional action to assure the preservation of scenic values along this route before approving Federal participation in any other underground relocations. In addition to the requirements of IM 30-6-67, Mr. Snow's February 26 memorandum to Mr. Stanley mentioned that we should have such assurances regarding the benefits of the investment and its preservation as prerequisites for Federal participation.

It is our understanding that the State's Utilities and Railroad Attorney has determined that the State highway department possesses sufficient regulatory authority to comply with the requirements of paragraphs (1) and (4) of IM 30-6-67. Approval of the State's proposal would be subject to the State exercising adequate control over utility installations.

The location of the line adjacent to the safety rest area and the proposed enhancement of the rest area and the highway is considered to satisfy the requirements of paragraph (5).

While your memorandum did not elaborate on the benefit to be derived by eliminating the underbuilt line our own field review supports your conclusion. Due to the differences in sag and vertical alignment between the transmission and distribution lines which is esthetically unpleasing the benefit will be greater than just a reduction in the number of wires crossing the highway. Also the location of the interstate highway will probably be enough higher than the old highway so that any adverse effect of parallel lines along Willamette Falls Drive will be minimized.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

While the State's control over utility installations may be adequate to satisfy the requirements of IM 30-6-67 the State has not shown us that control will be adequate to preserve any investment in undergrounding utilities over the entire area designated for esthetic treatment as shown on the map submitted with your memorandum. Due to the rugged terrain this matter is not too significant in preserving the presently proposed investment. However, prior to approving any other reimbursable underground relocations in less rugged terrain we should be given an opportunity to review the State's plan for preserving such investments. Such a plan would include any agreements made with utilities or local governing bodies regarding the regulation of utility installations within and outside of the highway right of way.

We are approving your July 16 proposal as being in the public interest. We would also like to review the detailed relocation plan when it is available. A profile of the crossing alignment and the highway cross-section would be helpful in evaluating the esthetic benefits of the plan and the extent to which the utility poles outside the right of way will be visible to the highway users.

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1968

UNITED STATES GOVERNMENT

FOR FILING

A.O. 208-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 COTTAGE ST.NE SALEM, ORE.97301

~~I-205-7(11)294~~

TO MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

7150

DATE: JULY 30, 1968

In reply refer to: 08-35/EC

FROM For R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT I-205-7(11)294
WEST LINN-TUALATIN RIVER SECTION
CITY OF WEST LINN UTILITY RELOCATION

AS REQUESTED IN MR. YOUNG'S LETTER OF JULY 24TH WE HEREBY CONCUR AS OF JULY 26TH IN THE AWARD OF CONTRACT FOR CITY OF WEST LINN UTILITY RELOCATION PORTION OF THIS PROJECT TO THE LOW BIDDER, FRANK T. MATTHEWS INC., OF PORTLAND, OREGON, IN AMOUNT OF $244,282.50 AT THE JULY 19 BID OPENING.

THIS CONCURRENCE WAS FOUND TO BE IN THE PUBLIC INTEREST BY OUR REGIONAL OFFICE PURSUANT TO PARAGRAPH 10 OF PPM 21-6.3.

THE CONSULTANT SHOULD BE REMINDED TO SEGREGATE HIS CONSTRUCTION ENGINEERING COSTS AND CHARGE THEM TO THIS PROJECT.

NOTED
F. B. KLABOE

orig to Young
8-1-68

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 14 1968

FOR FILE

I-205-7(11) 394
7150

July 12, 1968

4 N

City of West Linn
City Hall
West Linn, Oregon 97068

MISC. CONTRACTS and
AGREEMENTS No. 2945

Attention: Mr. R. W. Dippner
City Administrator

7-9-68

Gentlemen:

Attached for your files is a fully executed copy of a supplemental letter-form agreement pertaining to pending construction of the West Linn Unit of the East Portland Freeway. This agreement also provides for construction of the West Linn Willamette Falls Rest Area and water and sewer services connecting thereto.

We are sending Clackamas County a conformed copy of this agreement for their information and we are retaining a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

H. S. Cox
(conformed copy)

RECEIVED
JUL 10 1968

I-205-1(11)294
7150

W. Linn (I-205) Supp. Agree., Hwy. Comm. 7-9-68

Supplemental to prior Agree's of Dec. 65 & Oct. 66

1. City street relocation & construction including cul-de-sacs, construction to city street standard

W. Linn Trail R.
I-205-1(11)294

2. [illegible] street construction by State, relinquish to City of West Linn

3. [illegible] Falls Rest Area construction by State, [illegible] Rest Area [illegible] as follows:

1. 18 inch sewer line, laterally on State right of way, State expense
2. 16 inch water line, laterally on State right of way, State & City expense borne pursuant to Dec. '65 agreement
3- 12 inch sewer line parallel to State right of way, 3000 feet in length, State expense for estimated cost of 10 inch line & City bear expense of excess size over 10 inch as deemed adequate by State.
4- Future City-proposed utility connections or installations attached to State facilities, &/or in State right-of-way, need State approval prior to commencement of any work.

Rod — as requested by you for recap of agreement to be acted on by Hwy Comm 7-9-68, I-205 in West Linn

V. N. Hanc

NOTED
R. L. PORTER

RECEIVED
JUL 5 - 1968

FOR FILING

Const
R/W
EPF

W Linn - Track
I-205-7 (11) 294

July 5, 1968

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the July 9 meeting a supplemental letter-form agreement with the City of West Linn pertaining to the pending construction of the West Linn Unit of the East Portland Freeway, Highway No. 64 (Interstate 205).

This agreement is supplemental to prior agreements approved by you on December 14, 1965, and October 6, 1966, and concerns matters of construction, street and road closures and relocations, traffic control, utility relocation, et cetera. Also provided in this agreement is construction of the West Linn Willamette Falls Rest Area and the water and sewer services connecting thereto.

This constitutes another milestone in this matter of the routing and construction of I-205, and your approval and authority for the Secretary's signature on your behalf are hereby requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
Ivan Merchant
H. S. Cox
L. W. Rulien
Mark Astrup

DNH:mm srb

COMMISSIONERS:
EDW. [illegible], CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
MCKEE A. SMITH, [illegible]

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
JUL 9 1968
FOR FILING

I-265-7(11)294

7150

Routing
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
Bond
Barbee
Walker

RECEIVED
CONSTRUCTION DIVISION

July 5, 1968

Mr. F. D. Morgan, Construction Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Morgan:

The following projects transmitted to us by your letter dated June 10, 1968 have been examined:

West Linn-Tualatin River Section, East Portland Freeway, Clackamas County

Tualatin River-Pacific Highway Section, East Portland Freeway, Clackamas and Washington Counties

Umatilla River (Cayuse) Bridge, FAS 473, Umatilla County

Both East Portland Freeway projects above should not conflict with the fish resource.

Special care should be taken not to deposit silt or other foreign materials into the Umatilla River around the bridge site. The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

7-8-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
George Wills
L. W. Rulien (4)
A. F. Parson (2)
fw

RECEIVED
JUL 11 1968
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-68

SUPPLEMENTAL
OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-205-7(11)294
SECTION:	WEST LINN - TUALATIN RIVER
WORK :	GRADE - PAVE - STRUCTURES & SIGN
COUNTY :	CLACKAMAS

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-205-7(11) Klaboe
9150

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
MAY 31, 1968	MAY 31, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE, YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN AMOUNT OF $30,000.00

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S JULY 1, 1968 CERTIFYING STATEMENTS REGARDING WILDLIFE PROTECTION, RECREATIONAL, AND HISTORICAL RESOURCES ARE ACCEPTED.

UTILITIES: - RELOCATION AGREEMENTS TO BE CLEARED PRIOR TO CONCURRENCE IN AWARD. CONTRARY TO OUR MAY 31, 1968 AUTHORIZATION, CERTAIN UTILITIES ON THIS PROJECT WILL BE ON A PARTICIPATING BASIS.

ADDITIONAL WORK: - THE ADDITION OF STRUCTURES TO THE SCOPE OF THIS PS&E IS APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE

7-15-68

REFERRED TO
[illegible]
By — State Hwy. Engr.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1968		DIVISION ENGINEER

NOTED
F. D. KLABOE

(Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED JUN 26 1968

I-205-7(11)294

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE Salem, Ore 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1968

In reply refer to: 08-35/EC
X-File I-205-7(1)290

715

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

Klabe

SUBJECT: Oregon Project I-205-7(11)294
West Linn - ~~Tualatin River~~
City of West Linn Utility Adjustment

In response to Mr. Chase's June 20, 1968 request PS&E is conditionally approved for this work and you are authorized to advertise this contract for a minimum three week period. The conditional PS&E approval is with the understanding that you will make any necessary changes upon completion of our detailed review. A signed copy of the Title Sheet will be furnished.

The City of West Linn Agreement dated December 14, 1965 and the October 6, 1966 Supplemental Agreement providing for utility adjustments was approved by this office effective October 27, 1966.

Utility preparatory work was authorized effective December 5, 1966 under Project I-205-7(1)290. Subsequently, on July 6, 1967 the Consultant Cornell, Howland, Hayes & Merryfield was authorized to proceed with preliminary work. On October 30, 1967 the final design phase for CH_2M was authorized, and the report was deemed satisfactory on March 13, 1968.

The contract method is considered satisfactory as the City is not adequately staffed or equipped to perform this work. It is understood the City will advertise this project in accordance with State and Federal requirements.

This contract, advertising, reimbursement, and the work shall be governed by the applicable portions of the current edition of PPM 21-6.3, PPM 40-3.1 and PPM 30-4.

The State share of this work is estimated to be $185,180.00 of which the Federal prorata share would be $170,365.00.

NOTED
F.B. KLABOE

6-25-68

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 7 - 1968

FOR FI

6-3-68

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT NO.: I-205-7(11)294

STATE PROJECT NO.: NA

FROM: I-205-7(11)294
7150
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.: NA

COUNTY NAME: Clackamas

ITEM NO.: 538

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Klabo

RECEIVED
JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-205 WEST LINN - TUALATIN RIVER SECTION

DATE PS&E APPROVED: May 31, 1968

DATE AUTHORIZATION EFFECTIVE: May 31, 1968

FEDERAL ROUTE NUMBER: I-205

STATE ROUTE NUMBER: NA

LIMITS OF AUTHORITY

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review.

Mr. Young's May 31, 1968 request and certifying statements are accepted.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our authorization is with the understanding that, prior to July 3, you will submit:

1) Reduced size plans
2) Certification regarding wildlife protection, recreational, and historical resources.
3) Revisions and/or changes occuring to work.

6-6-68
REFERRED TO
Young
Asst. State Hwy. Engr.

1cc Randel Decker

DATE: June 3, 1968

SIGNATURE OF APPROVING OFFICIAL: R. E. Simpson

TITLE: Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Right of Way:- Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oake's May 23 report except eight parcels which will be clear prior to concurrence in award.

Utilities:- Mr. Cartwright's May 27 Utility Status Report indicated that both reimbursable and non reimbursable utility adjustments are involved but we understand the reimbursable work will be on a nonparticipating basis. We also understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the appropriate utilities in your request for concurrence in award.

Utility relocation agreements for those reimbursable adjustments should be furnished prior to concurrence in award.

Miscellaneous Authorizations:- After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $30,000.

Project Base Design:- The selection of Portland Cement Concrete pavement for use is approved. We are, however, unable to concur in the use of 9" standard mesh reinforced Portland Cement Concrete as shown on the preliminary plans and on your base design sheet dated May 2, 1968 and received May 27, 1968. Considering the recent experience with 8" continuously reinforced concrete, we had understood it would be adopted for use on this route, and wish to encourage it's use.

RECEIVED
MAY 31 1968
FOR FILING

I-205-7(11)294

7150

May 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for the West Linn-Tualatin River Section, Project No. I-205-7(11)294 and accordingly we are requesting your authorization to advertise for bids to be received at our July 25, 1968 bid opening.

Compliance with paragraphs 6c and 16 of PPM 21-6.3 has been met concerning Equal Employment Opportunity and Product Selection, the plans conform to IM 21-1-67 with the flood plain data and the specifications and proposal contain certifications conforming to Mr. J.M. O'Connor's memorandum of 2-23-68 in regard to nonsegregated facilities.

Certifications regarding IM 21-5-63 wild life protection and recreational and historical resources will be submitted as soon as they are received from appropriate organizations.

We are forwarding utility and right-of-way status reports for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)294
7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 28, 1968

In reply refer to: 08-35.EC/711.10

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 22, 1968 letter submitted three items for inclusion in the subject program. These Stage 2, Construction Phase Projects, are approved effective today:

Item	Project	Location	Work
537	I-80N-7(25)341	Lime Section	Grade, pave, 1 struc.
538	I-205-7(11)294	West Linn-Tualatin Riv.	Grade, pave, 8 struc.
539	I-205-7(12)290	Taulatin River-I-5	Grade, pave, 8 struc.

For Items 538 and 539, I-205 from I-5 to West Linn, you have satisfactorily complied with the urban area prerequisites.

You are cautioned on the above two projects that the illumination work will have to be submitted and approved on each interchange.

You are authorized to proceed with utility preparatory work for all three projects effective today.

This action provides for improvement of 11.86 miles of Interstate highway at a total estimated cost of $25,390,000 of which $23,358,000 is reserved as Federal-aid Interstate funds.

6-3-68

REFERRED TO
Young
State Hwy. Engr

RECEIVED
MAY 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-205-7(11)274

7150

RNC: ia

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID F

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-205 West Linn W. to Tualatin River 21 65	**ADT**	PRESENT 6,900	FUTURE 16,800 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave., 8 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Cla
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I FEDERAL-A I-2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	I-205 West Linn W. to Tualatin River	(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE)			4.78	11,240,000	10,340,000

ESTIMATED PROJECT

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.78	11,240,000	10,340,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6,900	FUTURE 16,800 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 538 (14) (18)

(58)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S): I- 14 23 NUMBER: 205-7(11) 7 13 SEQ. NO.	I. Projects Only POST MI.: 294 (24) (26) DESIG. 27

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-205 (32) — STATE: (36) — U.S.: (37) I-205 (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Gr., Dr., 4-12' Lanes H.T. Pave. with 10' R and 6' L shldrs. 16' median with barrier to Free location, illumination of interchanges, frontage rd. 20', rest area with convenience facilities and 8 strs. (Length 2648') ROW - 200' minimum; Access Control - full; Parking Restrictions-complete; Utility - adj. req. incl. prep. work.
	4.78	11,240,000	10,340,000	900,000		
CT LS	4.78	11,240,000 (16) (23)	10,340,000 (24) (33)	900,000		

REMARKS Additional Data - Items 234 and 443; Projects I-205-7(1)290 and I-205-7(4)290

Remarks Continued:

Included in the "Character of Proposed Work" is the construction of a Southbound Rest Area complete including sanitary facilities, potable water, picnic tables, sun and information shelters, and parking areas; also, the construction of a Northbound Overlook parking area. These facilities are located opposite the Willamette River Falls. The landscaping of the areas will be included in a future landscape project.

Additional Structure Data

1.	Undercrossing	Broadway Avenue	Length 374'	HC 44'
2.	Undercrossing	West "A" Street	Length 240'	HC 44'
3.	Undercrossing	Sunset Avenue	Length 241'	HC 44'
4.	Twin Overcrossing	S. West Linn Interchange	Length 180'	HC 42'
5.	Twin Overcrossing	Blankenship Road	Length 200'	HC 42'
6.	Twin Overcrossing	Woodbine Road	Length 220'	HC 42'
7.	Undercrossing	Johnson Road	Length 440'	HC 44'
8.	Twin Bridge	Tualatin River	Length 753'	HC 42'

Data required under IM 50-2-65 has been previously furnished. This project also qualifies under Section 5(b)(2) of IM 21-12-67 and need not be referred to the "Review Agency".

RECEIVED
MAY 13 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

I-205-7(1)274
7150

DATE: May 8, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon
for R. H. Roberts

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Tualatin River Section
Preliminary Bridge Plans for Undercrossings at
Broadway Street, West "A" Street and Sunset Avenue

Our previous memorandum of December 20, 1967 approved the preliminary plans for these three structures subject to your further study of three areas.

Your letter of May 2, 1968 answers our comments satisfactorily regarding extension of the median rail and providing two sidewalks on the Sunset Avenue structure. We feel we are in basic agreement about column batters and accordingly offer no additional comment at this time.

NOTED
TOM EDWARDS

Copy
Ivan [illegible]
[illegible] 5-13-68

RECEIVED
MAY 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 4 - 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT
FOR FILING
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: February 27, 1968

In reply refer to: 08-35.6

I-205-7(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant, Bridge Engineer

7150

FROM : A. W. Parsons, Division Engineer, by R. H. Tokerud, Div Bridge Engineer
Salem, Oregon

R H Tokerud

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Pacific Highway Section
Preliminary Plans for Tualatin River Bridges

We hereby approve the preliminary plans for the subject structures submitted by your December 6 and 27, 1967 letters.

NOTED
TOM EDWARDS

Copy
Merchant
Young
2-29-68

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-205-7(1)294

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: February 13, 1968

In reply refer to: 08-35.6

7150 TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

[illegible]

FROM : A. W. Parsons, Division Engineer, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Pacific Highway Section
Revised Preliminary Plans for Meridian 7151 and Johnson 7150 Road Undercrossings

The revised preliminary plans submitted with Mr. Wallace's letter of January 15 for the Meridian and Johnson Road Undercrossing structures are approved.

We note that these plans now show all bents skewed to parallel the freeway centerline. We agree that this will be desirable now that the bents consist of two columns. In view of this development we recommend that you do likewise on the proposed structure at Stafford Road.

As stated in our November 29, 1967 memorandum, our approval of these structures is with the understanding that the approach guardrails will be offset 2 feet from the roadway shoulders.

NOTED
TOM EDWARDS

Copy - [illegible]
[illegible]
2-16-68

FEB 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-.. .8X 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 16 1968
FOR FILING

January 15, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

7151 7150

Re: Meridian & Johnson Rd. U'Xings
West Linn-Pacific Hwy. Section
East Portland Freeway
Clackamas County
Bridge No. 9736 & 9741

Enclosed herewith are two prints of Drawings Nos. 22997 and 23997, the vicinity maps, and two prints of the unnumbered drawings of the preliminary plan and elevation drawing of the subject structures. The above drawings supersede those submitted by letter of November 9 and November 24, 1967. This new submission is occasioned by a revision in the roadway width of the structures.

A recent traffic count on the two subject county roads produced results considerably in variance with the traffic totals quoted in the letter of November 24, 1967. These new traffic counts and the proposed structure widths are as follows:

	1967 ADT	1987 ADT	Proposed Roadway Width
Meridian Road	700	2100	48'
Johnson Road	240	850	44'

The revised structure roadway widths are considered consistent with the future traffic growth potential of this area. Attached are two copies of the summary of traffic counts furnished by our Traffic Department.

NOTED
TOM EDWARDS

As indicated in the previous submittal two span continuous trapezoidal welded steel box beams spans are proposed at these sites. The reasons for the type of structure selected remain as outlined in our letter of November 9, 1967.

The estimated cost of the proposed structures including an allowance for engineering and contingencies is as follows:

Undercrossing of Meridian Road Bridge No. 9741	$478,000
Undercrossing of Johnson Road Bridge No. 9736	$490,000

As requested by your letter of November 29, 1967, the skew of the end abutments and the overall layout has been reviewed. The wider roadway width proposed has changed the overall problem in that the center bent must now consist of two columns instead of a single column. This wider bent should be parallel to the freeway rather than square with the axis of the structure.

With the center bent and the abutments all parallel to the freeway, rather than square to the axis of the bridge, the undesirable differential deflections mentioned in your November 29, 1967, letter will not occur. Furthermore, we plan to specify that the deck in both spans be poured simultaneously to prevent any excessive rotational forces from being applied to the box cross-beam at the center bent. The box cross-beam will be adequately designed for any live load torsional stresses and will be placed on elastomeric bearing pads.

In view of the above information and discussion we hereby request your approval of our revised submission on subject project at your earliest convenience.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By:

L. L. Wallace
Chief Bridge Design Engineer

LLW/WJH:jf
cc: Tom Edwards
L. H. Young
C. H. Maison

3

FORM E-30 30M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 22, 1968

SUBJECT: West Linn-Interstate 5 Section
East Portland Freeway (I-205)
Clackamas County

To:

Mr. Ivan Merchant
Bridge Engineer
Building

Attention: Mr. L. L. Wallace

In regard to the type of median barrier to be used on the section immediately south of the West Linn Bridge, as questioned in your January 10 letter to Mr. Barbee, this is to advise you that we intend to use the standard "W" type median barrier.

F. D. Morgan
Construction Engineer

By ADOlson
A. D. Olson
Urban Engineer

NOTED
TOM EDWARDS

RECEIVED
JAN [illegible]
[illegible]

ADO:jp

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

#9703

2

Salem, Oregon
January 10, 1968

E. Portland Freeway I-5
West Linn-I5 Section
Median Barrier Type

Mr. F. D. Morgan
Construction Engineer

BUILDING

Attention: J. Barbee

Subsequent to our discussion of using a split median barrier for the narrow median portion of subject project, the matter was taken up with Mr. Tom Edwards.

Due to the maintenance problems involved with plantings within the median barrier, Mr. Edwards recommends that the median be of some other type. As the type of median barrier selected has some influence on the structure column sizes, kindly let us know what barrier you intend to specify.

L. L. Wallace
Chief Bridge Design Engineer

LLW:smd

cc: J&B

RECEIVED

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

I 205-7(1)274

7150

DATE: December 20, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : A. W. Parsons, Div Engr, by R. H. Tokerud, Div Br Engr
Salem, Oregon

RH Tokerud

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Pacific Highway Section
Preliminary Bridge Plans for U'Xings at Broadway Street, West "A" Street and Sunset Avenue

7150 7150 7150

Your letter of November 9, 1967 transmitted preliminary plans for the proposed Broadway Street, West "A" Street and Sunset Avenue undercrosssing structures. You subsequently furnished additional traffic data and an assurance from the city of West Linn that Broadway and West "A" Streets would be upgraded in the near future.

Based on the data furnished, we approve the preliminary plans for these three structures, subject to the following:

1. On the West "A" Street structure the intermediate bent consisting of two 3-foot thick columns is located in the 16-foot wide median. Some of your plans indicate you intend to use a double beam guardrail in the median. If so, the necessary flaring of the guardrail at the columns would reduce the offset from edge of traffic lane to face of rail to an undesirable 4½ feet. We suggest that this condition could be improved by use of a GM type barrier which would come in flush with the face of the column which in turn could be modified so its base would be shaped to conform to the lines of the GM barrier. A further possibility would be to use a thin wall type bent on the structure in order to eliminate or minimize any flaring of the barrier at the structure. The GM type median barrier is now specified for the West Linn Bridge so it seems appropriate that this type also be used on the narrow median section of this freeway.

2. We question the need for two sidewalks on the Sunset Avenue structure. It appears to us, from the available data, that there will be little foot traffic on this structure. We would appreciate your comments on this.

(more)

Orig to Merchant E 12-22-67

copy - L. H. Young 12-26-67

RECEIVED
1967

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. We note that none of the three plans indicate the batter of the proposed sloping columns. We suggest that before a final batter is selected a joint field trip be made to inspect some of the columns already constructed in the Portland area for appearance and suitability.

RECEIVED
DEC 28 1967
I-205-7(1)204
7150

December 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Mr. Roy N. Tokerud

Dear Sir:

Re: Tualatin River Bridges No. 9737, 9737A
West Linn-Pacific Highway Section
East Portland Freeway - I-205
Clackamas County
Oregon I-205-7(1) 290

Please refer to your memorandum of December 12 regarding subject. Pursuant to your request, we are attaching:

(a) Two prints each of the following drawings: 23576, Preliminary Plan and Elevation; 22998, Vicinity Map; 22999 and 23000, profile drawings for the south and northbound structures.

(b) Four prints each of two unnumbered drawings, giving the foundation data for both structures. This data shows the location materials and blow count for each of the test holes made at the site.

(c) Four copies of the foundation recommendations, along with a letter giving a preliminary recommendation regarding the approach fill foundation stability.

(d) Four copies each of the detailed preliminary estimates of five different types of structures which were studied for the location.

A determination of the length of each structure, as mentioned in our letter to you of December 6, was determined by the bearing capacity for the overburden from the fills. The hydraulic studies indicated that the maximum stream flow and velocity were not a problem.

In determining the east end of each structure, we took into account the fact that the stream bank was at a balance and any fill extension would tend to cause trouble in the area between elevations 103 and 113 where there is a saturated zone of course sand carrying a definite flow of water to the bank even in the dry summer months. The location of the west end of the structures was determined by the study of the material in the test holes and the fact that the apparent low blow count of the material indicated poor or marginal material upon which to place a high fill. It was therefore determined that the fill heights be limited to 25 to 30 feet. The Construction Division was consulted as to their experience with fills on this type of foundation material. It was their opinion that the fill should not be higher than we proposed.

Will you please expedite the preliminary approval of these structures as much as possible as it is our desire to call for bids for their construction in the early spring of next year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

TCR:jr   mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
I. D. Merchant
C. H. Maison
L. H. Young

FORM 5-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 22, 1967
Salem, Oregon

SUBJECT: Foundation Recommendation
Tualatin River Bridges
West Linn-Baldock Fwy. Sec.
Clackamas County
Bridge No. 9737 & A

To: Ivan D. Merchant
Bridge Engineer

OFFICE

Location:

These two structures will carry I-205 traffic over the Tualatin River near the center of the SE¼ of Section 28, T. 2 S., R. 1 E., W.M, about 2 miles NW of the town of Willamette, in western Clackamas County.

Fill Material:

The west end of these structures will require about 30 feet of fill, which will probably consist of locally available fine grained silty sand or sandy silt, and should not be difficult to drive piling through.

Foundation Material:

The foundation material in this area consists of deep, fairly dense, compact, alluvial fine grained sand, silt and very stiff clay to silty clay; with the silt, sand and silty sand generally being in lenses of 5 to 20 feet, the clay in thicker strata, and in general, underlying the whole area. The clay shows an "N" blow count averaging 30 and up and is not a compressible type material.

Recommendation:

These two structures may be supported by 14-inch octagonal prestressed concrete piling, at a bearing of up to 50 tons per pile. The clay and fine grained sand strata should safely support up to 50 tons per pile, without developing excessive group pressure or stress below the pile tips. The estimated pile tip elevations are given in the table below.

Riprap:

The fills are not considered to need any protection. The high water mark is listed as at elevation 114.6, 1937, and the river level is controlled by an irrigation dam about a quarter mile downstream.

BRIDGE NO. 9737 (NB Str.)			BRIDGE NO. 9737A (SB Str.)	
Bent	Ft. Elev.	Prest. Conc. 14" Oct.	Ft. Elev.	Prest. Conc. 14" Oct.
1	157	120± 3'	153	115± 3'
2	105	80± 3'	115	95± 3'
3	70	50± 3'	100	70± 3'
4	70	50± 3'	70	50± 3'
5	100	70± 3'	75	55± 3'
6	108	90± 3'	100	70± 3'
7	152	100± 3'	110	90± 3'
8	---	------	150	100± 3'

Marion Craft
Marion Craft
Assistant Foundation Engineer

MC:jf

cc: Theo. C. Roake
A. A. Rear
L. L. Wallace

Form F-[illegible]

Oregon State Highway Departm
BRIDGE DESIGN SECTION

Sheet

Bridge Tualatin River Bridges. County Clackamas

Calculations by J. M. T. Date 12/12/67 Bridge No. 9737 & A.

Summary of Preliminary Estimates.

Type	Cost
Bulb-T prestressed girders.	$1,712,000
Bulb-T prestressed suspended spans with poured-in-place sections cantilever from ea bent.	$1,721,000
Rein conc box girders.	$1,813,000
Post tensioned box girders.	$2,066,000
Steel PL girders	$2,257,000

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Tualatin River Bridges County Clackamas Bridge No. 9737 & 9737A
Section and Station W. Linn-Pac Hwy-1010+00 Highway East Portland Freeway
Estimate Made By J. M. T. Date 12/1/67 Checked By ______ Date ______
Description Br #9737 Sta 1006+90 - 1014+95 (131'-131'-140'-140'-132'-131')
Br #9737 A Sta 1010+60 - 1019+65 (115'-115'-120'-140'-140'-140'-135')
Bulb-T prestressed girder spans.
42' Rdwy.

Estimate From (Strike out the ones which do not apply)
~~No plans~~
Sketch
~~Completed plans; Drawing No.~~
Drwg #23576

Calculation Book No. ______ Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	20,000
Structural Excavation	Cu. Yd.	4500	-	4500	5.00	22,500
Excavation Below Elevation Shown	Cu. Yd.		-			
Untreated Timber Piling	Lin. Ft.		-			
Treated Timber Piling	Lin. Ft.		-			
Steel Piling	Lin. Ft.		-			
Prestr. Conc. Piling	Lin. Ft.	40,000	-	40,000	4.75	190,000
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each	800	-	800	100.00	80,000
Class "A" Concrete	Cu. Yd.	3050	2450	5500	70.00	385,000
Concrete	Cu. Yd.		-			
Metal Reinforcement	Lbs.	760,000	790,000	1,550,000	0.135	210,000
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams 115' Bulb-T	Each	-	10	10	4025.00	40,250
Type Prestr. Conc. Beams 120' Bulb-T	Each	-	6	6	4200.00	25,200
Type Prestr. Conc. Beams 131' Bulb-T	Each	-	32	32	4600.00	147,200
Type Prestr. Conc. Beams 135' Bulb-T	Each	-	8	8	4725.00	37,800
Type Prestr. Conc. Beams 140' Bulb-T	Each	-	40	40	4900.00	196,000
Metal Parapet Rail # 22701	Lin. Ft.	-	3420	3420	18.00	61,560
Metal Parapet Rail #	Lin. Ft.	-				
Special Backfill	Cu Yd	2000		2000	6.00	12,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 1,427,000
Plus 20% Per Cent For Engineering & Contingencies 285,000
TOTAL COST $ 1,712,000

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Tualatin River Bridges County Clackamas Bridge No. 9737 & 9737A
Section and Station ____ Highway ____
Estimate Made By ____ Date ____ Checked By ____ Date ____
Description

Bulb-T prestressed suspended spans, with poured-in-place sections cantilevered from each bent.

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / Completed plans; Drawing No.

Calculation Book No. ____ Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	20,000
Structural Excavation	Cu.Yd.	3500	-	3500	5.00	17,500
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.	30,000	-	30,000	4.75	142,500
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each	600	-	600	100.00	60,000
Class "A" Concrete	Cu.Yd.	2500	4000	6500	71.00	461,000
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.	625,000	1,280,000	1,905,000	0.135	258,000
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams 140' bms.	Each	-	72	72	4900	353,000
Type Prestr. Conc. Beams 100' bms.	Each	-	14	14	3500	49,000
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	3420	3420	18.00	61,600
Metal Parapet Rail #	Lin.Ft.	-				
Special Backfill	Cu.Yd	2000		2000	6.00	12,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal ____ 1,434

Plus 20 % Per Cent For Engineering & Contingencies 286,40

TOTAL COST $ 1,721

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Tualatin River Bridges County Clackamas Bridge No. 9737 & 9737 A
Section and Station ____ Highway ____
Estimate Made By ____ Date ____ Checked By ____ Date ____
Description

Rein Conc Box Girders.

Estimate From (Strike out the ones which do not apply)
No plans
~~Sketch.~~
~~Completed plans; Drawing No.~~

Calculation Book No. ____ Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	20,000
Structural Excavation	Cu.Yd.	3500	-	3500	5.00	17,500
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.	30000	-	30,000	4.75	142,500
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each	600	-	600	100.00	60,000
Class "A" Concrete	Cu.Yd.	2500	8000	10,500	72.50	762,000
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.	625000	2,600,000	3,225,000	0.135	435,400
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	3420	3420	18.00	61,600
Metal Parapet Rail #	Lin.Ft.	-				
Special Back Fill	Cu Yd	2000		2000	6.00	12,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 1,511,000
Plus ____ Per Cent For Engineering & Contingencies 302,000
TOTAL COST $ 1,813,000

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Tualatin River Bridges County Clackamas Bridge No. 9737 & 9737A
Section and Station ______ Highway ______
Estimate Made By ______ Date ______ Checked By ______ Date ______
Description

Post-tensioned Box Girders

Estimate From (Strike out the ones which do not apply)
- No plans
- ~~Sketch~~
- Completed ~~plans; Drawing~~ No.

Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc. ✓	All	–	–	–	–	20,000
Structural Excavation ✓	Cu.Yd.	3500	–	3500	5.00	17,500
Excavation Below Elevation Shown	Cu.Yd.		–			
Untreated Timber Piling	Lin.Ft.		–			
Treated Timber Piling	Lin.Ft.		–			
Steel Piling	Lin.Ft.		–			
Prestr. Conc. Piling ✓	Lin.Ft.	30000	–	30,000	4.75	142,500
Drive Timber Piling	Each		–			
Drive Steel Piling	Each		–			
Splice Steel Piles	Each		–			
Drive Prestressed Concrete Piling ✓	Each	600	– 130	600	100.00	60,000
Class "A" Concrete	Cu.Yd.	2500	7300	9,800	115.00	1,127,000
Concrete	Cu.Yd.		–			
Metal Reinforcement	lbs.	625,000	1,450,000	2,075,000	0.135	280,000
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Metal Parapet Rail # 22701	Lin.Ft.	–	3,420	3,420	18.00	61,600
Metal Parapet Rail #	Lin.Ft.	–				
Special Backfill	Cu Yd	2000		2,000	6.00	12,000
Removal of old Bridge	All	–	–	–	–	
Maintenance of Traffic	All	–	–	–	–	
Subtotal						1,720,600
Plus 20% Per Cent For Engineering & Contingencies						345,400

TOTAL COST $ 2,066,000

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Tualatin River Bridges County Clackamas Bridge No. 9737 & 9737 A
Section and Station ____________ Highway ____________
Estimate Made By ____________ Date ________ Checked By ____________ Date ________
Description Steel PL Girders.

Estimate From (Strike out the ones which do not apply)
No plans
~~Sketch~~
~~Completed plans; Drawing~~ No.

Calculation Book No. ____________ Loading ____________

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc. ✓	All	–	–	–	–	20,000
Structural Excavation ✓	Cu.Yd.	3500	–	3500	5.00	17,500
Excavation Below Elevation Shown	Cu.Yd.		–			
Untreated Timber Piling	Lin.Ft.		–			
Treated Timber Piling	Lin.Ft.		–			
Steel Piling	Lin.Ft.		–			
Prestr. Conc. Piling ✓	Lin.Ft.	30000	–	30 000	4.75	142,500
Drive Timber Piling	Each		–			
Drive Steel Piling	Each		–			
Splice Steel Piles	Each		–			
Drive Prestressed Concrete Piling ✓	Each	600	–	600	100.00	60,000
Class "A" Concrete ✓	Cu.Yd.	2450	2550	5000	70.00	350,000
Concrete	Cu.Yd.		–			
Metal Reinforcement ✓	lbs.	610,000	820,000	1,430,000	0.135	193,000
Lumber	F.B.M.					
Structural Steel ✓	lbs.		3,200,000	3,200,000	0.32	1,024,000
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Metal Parapet Rail # 22701 ✓	Lin.Ft.	–	3,420	3420	18.00	61,600
Metal Parapet Rail #	Lin.Ft.	–				
Special Back Fill ✓	Cu Yd	2000		2000	6.00	12,000
Removal of old Bridge	All	–	–	–	–	
Maintenance of Traffic	All	–	–	–	–	

Subtotal 1,880,600
Plus 20% Per Cent For Engineering & Contingencies 376,400
TOTAL COST $2,257,000

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 12, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : A. W. Parsons, Division Engineer, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

RH Tokerud

SUBJECT: Oregon I-205-7(1)290
West Linn - Pacific Highway Section
Tualatin River Bridges

By letter of December 6, 1967 you submitted preliminary plan data for this project. According to the transmittal letter, the length of the structures was, in part, determined by the relatively poor subsurface material at the site which you do not consider adequate to carry the weight of the approach fills. Therefore, you propose to construct rather long structures across this otherwise relatively narrow crossing.

In order for us to make an evaluation of the adequacy of the proposed structure lengths, we would like four copies each of the foundation study report and recommendations, or other data, which you used to establish the structure lengths.

Your transmittal letter also indicates that alternate types of construction were considered for this crossing. We would like four copies each of the comparative estimates for the alternative structure types, as well as the detailed estimate for the structure type finally proposed.

It will be necessary, because of the estimated cost of these structures, to forward this submission to our Washington office for their approval. In order to have sufficient copies of all required data for forwarding, we would also like two additional copies of drawings 23576, 22998 to 23000, the architectural sketch, plan views, and foundation data sheets which previously accompanied your December 6 submission in duplicate.

We will request our Washington office to make a prompt review of this submission in order to minimize delays to your plan preparation.

RECEIVED
DEC 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1967

To: Mr. L. L. Wallace
Chief Bridge Design Engr.
OFFICE

SUBJECT: Tualatin River Bridge
Clackamas County
Br. No. 9737, I-205
Approach Fill Foundation Stability

At your request, an examination of the foundation stability on both banks of the Tualatin River was made on the premise that the approach fills could be extended towards the river from the locations shown on the vicinity map, Dwg. No. 22998 with a penciled bridge location.

A. Southbound Bridge:

The extension of the fill indicated at Sta. 1010+80 will place an excessive load on what appears to be a bank now nicely balanced and underlaid by a saturated zone of coarse sand between elevations 103 and 113 carrying a definite flow of water to the river bank, even in the dry summer months. No shortening of the structure as sketched (Sta. 1010+60) is recommended.

The west or south fill may be extended and the bridge shortened by 20 feet without endangering the stability of the flood bench near elevation 112 which can carry a unit load of two tons a square foot if the fill toe is held back of the sharp break in the river bank a minimum of 20 feet.

NOTED
L. L. WALLACE

B. Northbound Bridge:

The east or north fill can be extended from the position shown at Station 1006+60 to Sta. 1006+90 without endangering the stability of the existing 1½ horizontal to 1 vertical river bank as this fill extension will add only about 3 feet of fill at the bridge end. This additional vertical load will be confined back of an abutment and the vertical and horizontal pressures transmitted into a deeper zone by piling.

The west or south end of the bridge may safely be moved towards the river to Sta. 1013+90 from the location shown, Sta. 1014+40. The flood plain at this location is underlaid by about 10 feet of fine to medium sand of medium density, capably supporting from 1 to 1½ tons per square foot of fill. A bench or counterbalance of 20 feet should be maintained between the toe of the fill and the break in the river bank to provide for lateral stability of the foundation area.

W. C. Hill
Foundation Engineer

WCH:mb
Att.

NOTED
L. L. WALLACE

RECEIVED

Form FH-121 (4-67X)

UNITED STATES GOVERNMENT

Memorandum

~~I-205 [illegible] 294~~

7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. Salem OR 97301

DATE: December 26, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

RHT.

FROM : A. W. Parsons, Div Engr, by R. H. Tokerud, Div Br Engr
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Pacific Highway Section
Preliminary Structure Plans

Our December 7 memorandum requested your review of the apparently low footing elevations for the Woodbine, Borland and Prosperity Park Road structures. We are satisfied with the explanation contained in your December 21 letter and withdraw the qualification of our approval of your December 1 submission.

7150 7151 7151

Copy - Merchant
Young
12-28-67

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 3-66
RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-7(11)274

7150

December 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Roy Tokerud

Subject: O'Xings at Woodbine, Borland and Prosperity Park Roads
West Linn-Pacific Hwy. Sec.
East Portland Freeway
Clackamas & Washington Co.
Br. No. 9735, 9738 and 9740

7150 7151 7151

Dear Sir:

In regard to the comments in your letter of December 7, 1967, regarding the footing elevations on the subject structures, we have reviewed this matter.

Our reason for setting the footings somewhat lower than appears necessary is to insure that the footings would be below the bottom of ditch elevation occasioned by a possible widening of the various roads.

We hereby request that you approve the approximate bottom of footing elevations shown on our drawings included with our letter of December 1, 1967.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

LLW:jr

cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

FORM E-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 11 1967

I-205-7(11) [illegible]
7150

December 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: West Linn-Pacific Hwy. Section
East Portland Freeway 7150
Undercrossing of Broadway St.
Bridge #9703 7150
Undercrossing of West "A" St.
Bridge #9704

Dear Sir:

In answer to your request for justification for the proposed roadway widths of subject structures, attached are two copies of a letter received from the City of West Linn.

Their letter states that they have plans for widening the streets to 44 feet in the near future. We thereby request your approval of the 44-foot bridge widths shown in our preliminary submission of November 9, 1967.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:jr
Attachments

cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
DEC 11 1967
OFFICE OF
STATE [illegible]

713

RECEIVED
DEC 11 1967

Form HI-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

I-205-7(11)298

DATE: December 7, 1967

In reply refer to: 08-35.6

7150

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM: A. W. Parsons, Div Engr, by R. H. Tokerud, Div Br Engr
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
West Linn - Pacific Highway Section
Preliminary Structure Plans

Your two letters of December 1, 1967 transmitted preliminary structure plans and supporting data for overcrossings of 10th Street, 7150 Blankenship Road, Woodbine Road, Borland Road, and Prosperity Park Road. These preliminary plans have been reviewed and are approved.

7150 7151 7151

We note that the interior bent footings for the Woodbine, Borland, and Prosperity Park Road Structures are shown somewhat lower in elevation than appears necessary. Your review of this item is requested.

[illegible]

Copy to Young - 12-11-67

RECEIVED
DEC 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 26 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(11) 2994
7150

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Act	Info		Info
		Div Eng	
		Eng Coord	
	✓	Dist Eng - A	
	✓	Area A Eng	
		Dist Eng - B	
		Area B Eng	
		Planning	
		Rt of Way	
		Bridge Eng	
		FA	
		Admin Mgr	
		Maint	
		File	

December 6, 1967

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Tualatin Riv. Brs. 9737 & 9737A
West Linn-Pacific Highway Section
East Portland Freeway-
Clackamas County

Dear Sir:

Transmitted herewith are two prints each of Drawings Nos. 23576, 22998, 22999 and 23000, which are the plan and elevation, vicinity map and profiles for the subject structures. Also included are an architectural sketch of the bent, plan views of the west ends taken normal to the river, and the foundation data sheets.

The structure width, alignment, and grades were determined in accordance with the criteria established for the project. The end stations were determined in order not to load the sub-soil with more overburden from the fill than can be adequately carried. Pile footings were indicated throughout. Hydraulic studies indicate a maximum stream flow of approximately 29,000 cfs and maximum velocity of 5.9' per second. This would indicate that any problems due to stream flow would be minimal.

The span arrangement was determined after consideration of other types of structures (conventional and post-tensioned concrete box girder, welded steel plate girder, and drop-in prestressed precast spans with poured-in-place sections cantilevered from each bent). The bulb tee prestressed precast spans continuous for live load give the most economical structure as well as simple, fast construction.

The estimated cost of the two structures based on approximate quantities with an allowance for engineering and contingencies is $1,712,000.

NOTED
TOM EDWARDS

[illegible] 1967

[redacted]

E

Mr. A. W. Parsons
December 6, 1967
Page 2

This is being sent to you as a preliminary submission for your approval. Please give them your earliest consideration.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/JEB/jr
Attachments

cc: Tom Edwards
L. H. Young
C. H. Maison

OREGON DIVISION
RECEIVED

FORM E-X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-W(1)F14
7150

December 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

7150 7151 7151

Re: O'Xings at Woodbine, Borland
and Prosperity Park Roads
West Linn-Pacific Hwy. Sec.
East Portland Freeway
Clackamas & Washington Co.
Br. No. 9735, 9738 and 9740

Enclosed herewith are two prints each of the following drawings on the subject structures.

Dwg. 22995	-	Vicinity Map, O'Xing of Woodbine Rd.
Dwg. 23515	-	Preliminary Plan and Elevation, O'Xing of Woodbine Road.
Dwg. 23001, 23002	-	Vicinity Map, O'Xing of Borland Rd.
Dwg. 23599, 23600	-	Preliminary Plan and Elevation, O'Xing of Borland Road.
Dwg. 23004, 23005, 23006	-	Vicinity Map, O'Xing of Prosperity Park Road.
Dwg. 23579	-	Preliminary Plan and Elevation, O'Xing of Prosperity Park Road.

Also enclosed are two prints each of three un-numbered drawings which are the record of the logs of the foundation investigation at each site. Two prints each of the architectural sketches of the interior bents are also included herewith.

Three span continuous reinforced concrete box girders with parabolic haunches are proposed for these three sites. The choice of the concrete box girder form at these locations is consistent with the type of overcrossing planned elsewhere in this section. Within the span lengths dictated by these sites the concrete box girder is both economical and aesthetically pleasing.

NOTED
TOM EDWARDS

DEC 4 - 1967
OFFICE
STATE HIGHWAY ENGIN

We plan to allow an alternate aluminum two tube oval shaped handrail, the details of which are currently being put on a standard drawing. The alternate handrail details would apply to the other structures on this project, some of which you have already approved.

The estimated cost of the two structures required at each of the three sites is as follows:

O'Xing of Woodbine Road	- $310,000
O'Xing of Borland Road	- $355,000
O'Xing of Prosperity Park Road	- $390,000

The above costs were estimated on a square foot basis with an allowance for engineering and contingencies.

The above data is transmitted herewith as a prelinary submission on these structures for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/WJH:jf

cc: Tom Edwards
L. H. Young
C. H. Maison

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

DEC 2 1967

FOR FILING

I-205-7(11)354
7150

December 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: O'Xing of Blankenship Rd. - 7150
Br. No. 9734 & 9734A
O'Xing of 10th St., Br. No. - 7150
9728 & 9728A
West Linn-Pacific Hwy. Sec.

Transmitted herewith are two prints each of Drawing No.s 23514, 23513, 22993, and 22911 which are the layout and vicinity maps for the subject project. Two prints of the foundation data sheet for Blankenship Road are also enclosed.

The structure lengths, widths, alignment and grades were determined in accordance with the criteria established for the project. As the setback requirements for columns would require very awkward span arrangements for continuous structures, a single span structure was selected with no greater cost determinable. A post tensioned concrete box girder with a curved bottom soffit gives a shallow, aesthetically pleasing structure.

End abutments on piling located in fill material are architecturally similar to the abutments for other structures in the project. Enclosed please find two prints of an architectural sketch of the abutments.

The estimated costs based on approximate quantities [illegible] allowance for engineering and contingencies are:

NOTED
TOM EDWARDS

Overcrossing of Blankenship Rd. (2 structures) - $224,000
Overcrossing of 10th Street (2 structures) - $233,000

We plan to allow an alternate aluminum two tube oval shaped handrail, the details of which are currently being put on a standard drawing. The alternate handrail details would apply to the other structures on this project, some of which you have already approved.

1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/JEB:jf

cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
[illegible] 1967

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)274

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 29, 1967

In reply refer to: 08-35.6

TO: 7158 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Merchant

FROM: A. W. Parsons, Division Engineer, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

RHTokerud

6231
6197

SUBJECT: Oregon Project I-205-7(1)290
SW. Linn - Avery Road Interchange Section
Preliminary Plans for Meridian, Stafford and Johnson Road Undercrossings

7151 7151 7150

The preliminary plans submitted with Mr. Merchant's letter of November 9, 1967 and supplemented by Mr. Wallace's November 24 submission have been reviewed and are approved subject to the following comments:

The proposed structure widths of 64 feet at Stafford Road and 36 feet at Meridian and Johnson Roads were presumably based on shoulder to shoulder width plus 2-foot offsets to the guardrail as recommended by the "Yellow Book." The revised plans received with Mr. Wallace's November 24 letter however, show the guardrail tapering in from the bridge rail to the edge of the approach shoulder in a length of 150 feet. This is inconsistent with the "Yellow Book" and with our policy as set forth in IM 40-2-67 dated October 3, 1967. Accordingly, our approval of the proposed bridge widths is contingent upon the approach road guardrails being installed 2 feet from the edge of the shoulders.

The matter of orientation of the bents has been questioned and discussed with Mr. Wallace. As now shown, the end bents are skewed while the intermediate bent is square with the axis of the bridge. This arrangement has simplified the design of the integral crossbeam on the center bent but results in undesirable deflection differential between adjacent box beams - particularly at the highly skewed structures at Meridian and Johnson Roads. Our approval of the preliminary plans is with the understanding that these items will be further studied. As discussed with Mr. Wallace, the best solution may be to square up the ends of the structures.

DIVISION
1967 PM
[illegible] 2,3,4,5,6

Copy - Young

NOTED
TOM EDWARDS

Copy Merchant Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-125X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 28 1967

I-205-7(11)294
7150

November 24, 1967

6197

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

7151 Wankers Corner 7151 7150

Re: Meridian, Stafford & Johnson Rd.
Undercrossings
S.W. Linn-Avery Rd. Intchg. Sec.
East Portland Freeway
Clackamas County
Bridge Nos. 9736, 9739, 9741

As per your request, transmitted herewith are two prints each of Drawings No. 23486, 23487, and 23488 which are the plan and elevation drawings for subject structure showing the approach roadway dimensions thereon. These dimensions supercede those shown on the vicinity maps.

The traffic counts and proposed roadway widths for the subject structures are as follows:

	1967 ADT	1987 ADT	Proposed Bridge Rdwy.
Meridian Road -	90	270	36'
Stafford Road -	1650	4850	64'
Johnson Road -	200	700	36'

NOTED
TOM EDWARDS

As we feel that the proposed widths of the structures are minimum for the best interests of safety, your early approval of the preliminary plans transmitted to you by letter of November 9, 1967, is hereby requested.

Very truly yours,
Ivan D. Merchant
Bridge Engineer
By:

L. L. Wallace
Chief Bridge Design Engineer

LLW:jf
cc: Tom Edwards
L. H. Young
C. H. Maison

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 16 1967
FOR FILING

I-205-7(11)294

7150

November 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: West Linn-Pacific Highway Sec.
East Portland Freeway
Clackamas & Washington County
Undercrossing of Broadway St. 7150
Bridge No. 9703
U'Xing of West "A" St., Br. No. 9704 7150
U'Xing of Sunset Ave., Br. No. 9724 7150

Dear Sir:

Transmitted herewith are two prints each of the plan and elevation drawings No. 23510, 23511, and 23512, the vicinity map drawings, the foundation data sheets, and the architectural sketches for subject bridges.

The length and width of structures and location of bents were determined by the alignment, grades, cross sections and setback requirements for the project.

Skewed center bents are required to align with the narrow median at the West "A" St. and Sunset Ave. structures. This requirement led to the selection of concrete box girders in which the cross beams could be enclosed within the superstructure. This appearance will be architecturally compatible with the other undercrossings on this same project. (See architectural sketches with letter to Bureau of Public Roads dated November 9, 1967 regarding Br. Nos. 9736, 9739, and 9741 also.)

Post tensioned concrete box girders are proposed as this system of reinforcing enables the structures to be built with a minimum depth to span ratio. It is important to keep the grade to grade dimension to a minimum as these structures are over a section of freeway which is in a solid rock cut. The shallower depth possible with prestressing also has a more pleasing appearance.

Available foundation data indicates the use of spread footings for all three structures.

RECEIVED
NOV 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Estimated costs based on approximate quantities and an allowance for engineering and contingencies are $408,000 for the Broadway St. structure, $218,000 for the West "A" Street structure, and $257,000 for the Sunset Ave. structure.

These prints are being sent as a preliminary submittal for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

Encl.
LLW:kp
bc Tom Edwards ✓
C. H. Maison
L. H. Young

FORM [illegible]123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 16 1967

FOR FILING

I-205-7(11) 294
715

November 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

7151 Wankers Corn 7151 7150

Re: Meridian, Stafford & Johnson
Road Undercrossings
S. West Linn-Avery Rd. Intchg. Sec.
East Portland Freeway
Clackamas County
Bridge Nos. 9736, 9739, 9741
Johnson Wankers meridian

Enclosed herewith are two prints each of Drawings No. 22997, 23003, 23007, 23486, 23487 and 23488 which are the vicinity map and plan and elevation drawings for the subject structures. Two prints each of the log sheets of the foundation investigation at each of the sites and prints of the architectural sketches are also included.

Two span continuous welded steel trapezoidal box girder spans with short reinforced concrete false abutment end spans are proposed at each of the three sites. Selection of what is basically a two span structure was made after consideration of column setback criteria with its emphasis on elimination of columns adjacent to high speed freeway traffic lanes. The resultant span lengths indicate steel structures to be the only choice which would not result in excessive structural depths.

The trapezoidal box girder was chosen over conventional steel "I" girders because of their superiority both structurally and aesthetically. This type selection also makes them architecturally compatible with the Avery Road "L^{S2}" structure, plans of which were previously submitted to your office for approval.

NOTED
TOM EDWARDS

REC[illegible]D
NOV 1[illegible] 1967
STATE [illegible]

The roadway width on the proposed structures provides for the full width of the approach roadway, face to face of guardrail on the approaches.

The estimated cost of each of the proposed structures based on approximate quantities and including an allowance for engineering and contingencies is as follows:

Undercrossing of Meridian Road Bridge No. 9741	$375,000
Undercrossing of Stafford Road Bridge No. 9739	$590,000
Undercrossing of Johnson Road Bridge No. 9736	$410,000

The present AASHO Bridge Design Specifications do not cover the case of live load distribution to steel box girders. A tentative specification for the design of steel box girders is now being considered by AASHO. This Department has reservations about the formula for live load distribution proposed in this specification. Accordingly, the method of live load distribution to be followed in the design of these structures is illustrated on the Plan and Elevation Drawing for the respective structures. The same system of live load distribution will be utilized in the design of the four span box girder crossing at the Avery Road Interchange, Bridge No. 9743B.

The above data is transmitted herewith as a preliminary submission on this project for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/WJH:jf

cc: Tom Edwards
C. H. Maison
L. H. Young

I-205-7(11) W. Linn-Tualatin R. Section, 1970
294 of E. Portland Freeway.
#7150 NYBERG ROAD INTERCHANGE

FORM E-1 (REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Nyberg Road Interchange

WEEK ENDING: August 15, 1970

SECTION PREFIX: 634-1044

HIGHWAY: Pacific

COUNTY: Washington

NAME OF JOB: West Linn--Tualatin River

KIND OF WORK: Grading

CONTRACTOR: Gibbons & Reed/Al Johnson Const. Co.

CONTRACT NUMBER: 7150

FEDERAL AID PROJECT NUMBER: I-205-7(11)294 I-5-5(46)291

DATE OF CONTRACT: February 18, 1970 (P.A. #20)

DATE WORK STARTED: March 10, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION $

EXCLUSIVE OF ENGINEERING $ 399,790.00

ENGINEERING AUTHORIZATION $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 329,000.00

ENGINEERING COST TO DATE $ 9,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED: August 10, 1970

ESTIMATED PERCENT [redacted] UNDERRUN 8 %

PERCENT OF AUTHORIZATION %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.3				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	169,000				
TOTAL QUANTITIES CORRECTED TO DATE	135,000				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	135,000				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			Routing
TUESDAY	Clear			RECEIVED
WEDNESDAY	Clear			17 97
THURSDAY	Clear			CONSTRUCTION
FRIDAY	Clear			DIVISION
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Constructing fence easterly side and under I-5 overpass.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed fence.

Cleanup of contractor's equipment still remaining.

THIS WILL BE THE FINAL WEEKLY REPORT ON THIS PROJECT.

SIGNED Roy T. [illegible] [redacted] LOCATION Tigard, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

RECEIVED
JUN 8 1970

FOR FILE
I-2(5-[illegible])
[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 3, 1970

In reply refer to: 08-35.6

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Beaver Dam Bridges
Tigard Interchange - E. Portland Freeway Section
Pacific Highway

The reconstruction proposed in your submission of April 9, 1970 for the Beaver Dam Bridges is approved.

NO.
F. B. KLABOE

NO.
F. B. KLABOE

6-8-70
REFERRED TO
Barber
By Asst. State Hwy. Engr.

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8

FOR FILE
[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 3, 1970

In reply refer to: 08-35.6

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Beaver Dam Bridges
Tigard Interchange - E. Portland Freeway Section
Pacific Highway

The reconstruction proposed in your submission of April 9, 1970 for the Beaver Dam Bridges is approved.

N.O.
F.B. KLABOE

N.O.
F.B. KLABOE

6-8-70
REFERRED TO
Barber
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2? 1970
FOR

(12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(11)294

-7150

DATE: May 25, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-5(46)291
Nyberg Road Interchange Section, Pacific Highway
Oregon Project I-205-7(11)294
West Linn - Tualatin River Section, East Portland Freeway
State Force Order No. 13, Supplement No. 1
Total Estimated Amount of the Order (Including Supplement) $28,000
Federal Participation $25,832.

I. O.
F. B. KLABOE

Reference is made to your letter dated May 13 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is of an intermittent and uncertain nature and is too small to warrant a separate contract.

The work order establishes a unit price basis of payment that will be supported by State records.

Reimbursement is to be made on an agreed unit price basis. A signed copy of the order is returned herewith.

Enclosure
Supplement #1 to SFO #13

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

5-29-70

REFERRED TO Morgan w/ enc.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A-105—5M

STATE COPY

G-2P

EGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required

BY

TITLE Dir. Engineer

DATE 5-7-70

U.S. BUREAU OF PUBLIC ROADS

SUPPLEMENTAL #1

Order No. 13

Project Name West Linn - Tualatin River ✓

Date April 29, 1970

Highway East Portland Freeway ✓

Contract No. 7150 ✓

F. A. Project No. ~~I-205-7(11)294~~ I-5-5(46)291 ✓

County Clackamas ✓

Prefix 603-1002 ~~634-1044~~

Account No. 259-13 ✓

Description of Work To Be Done:

Asphalt concrete patching as necessary to maintain county road.

Location by Station Numbers:

County Highway 212 from City of West LInn to Meridian Road.

Estimate of Quantities and Costs:

Asphalt Concrete Patching --- ORIGINAL ORDER	500 tons @ $10.00/ton	... 5,000 ✓
Additional Requested	2300 tons @ $10.00/ton	...23,000 ✓
TOTAL		$28,000 ✓

Explanation: Since this is specialized work, state forces are better equipped to prosecute same. This work is necessary to forestall a load limit being set by Clackamas County which would effectively curtail the haul of embankment material from West Linn to Nyberg Road Interchange.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 11,617,631.50 ✓
Present estimate of project cost, including $ 23,000 ✓ for work under this order	$ 12,285,000.00
Expected XXXXXXXX over-run (amount)	$ * 667,368.50
Expected XXXXXXXX over-run (per cent)	5.7
F.A. Project No. I-5-5(46)291 --	$417,790.00

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
for Construction Engineer or ~~Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer ~~or Office Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 13 1970

FOR FILING

[illegible] 7(11) 574
7'5t

May 12, 1970

[illegible]
3356

Mr. Robert L. Myers
Shuler, Rankin, Myers & Walsh
620 Morgan Building
Portland, Oregon 97205

Dear Mr. Myers:

This is in response to your April 22 letter relative to the manner in which the Nyberg Road Interchange is being constructed.

This work is being done by Gibbons and Reed Construction Company and the material being used is either from a slide area on the Tualatin River-West Linn Section or from excess material on this project which is the contractor's responsibility to dispose of.

The Nyberg Road project was made available to Gibbons and Reed because a large slide resulted in material far in excess of what was needed on the project. By far, the preponderance of material being used at Nyberg Road is this slide material.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. W. Rulien

RLP:ms FBK:srb sr

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pearce
Swan
Litchfield
Gallagher
Stein

RECEIVED
APR 27 1970
CONSTRUCTION
DIVISION

10237

April 23, 1970

Shuler, Rankin, Myers & Walsh
620 Morgan Building
Portland, Oregon 97205

Attention: Mr. Robert L. Myers

[illegible]
Klaboe

Draft for Cooper plan
4-24-70

Gentlemen:

This morning we received your letter of April 22 concerning material being deposited on the Nyberg Road Interchange which you state was not secured from slide material as previously represented.

An explanation is requested of the Highway Division as to the source of the material which is being placed at the interchange and the amount.

Your letter is being referred to the office of the State Highway Engineer.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Mr. R. L. Porter
(letter attached)

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
SHULER, RANKIN, MYERS & WALSH
620 MORGAN BUILDING
PORTLAND, OREGON 97205

JOHN W. SHULER
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD K. RAGEN
STEPHEN L. GALLAGHER, JR.
GILE R. DOWNES

TELEPHONE 224-4422
AREA CODE 503

April 22, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Nyberg Road Interchange, Pacific Highway,
Washington County

Dear Sir:

Some weeks ago I called your office advising you that I was representing E.W. Eldridge, Inc. who had been low bidder on the above-referred to project when it was bid last Summer. After the bids were received, all bids were rejected and bidders were advised that the project would be resubmitted for bids at a later time.

The reason for the call was that our client had learned that the work was being done by another contractor though there had been no advertisement for bids on the project. I wanted an explanation of what was going on.

You had an engineer from your office call me on the matter who advised me:

1. That a contractor on another Highway Commission job had a major slide on his project which had resulted in considerable excess material which he needed to dispose of.

2. That as this material was suitable for use in the Nyberg Road Interchange Project, this contractor had simply been given permission to dispose of the material by placing it on that project.

In response to my direct question as to whether or not the slide material would provide all of the necessary material for the fill at the Nyberg Road Interchange, the engineer indicated that in his opinion it would.

I passed this information on to my client who accepted the explanation.

NOTED
FLOYD QUERY

Mr. Floyd Query
Page 2
April 22, 1970

The reason for this letter is that in the last few days information has come to my client that the material being deposited on the Nyberg Road Interchange is not coming from a slide. A check of this information indicates that Gibbons & Reed Construction Co. is in fact excavating material in the West Linn area and depositing it at the Nyberg Road Interchange rather than merely disposing of slide material at that location.

Because there is either a misapprehension as to the facts on the part of one or both parties, or a misunderstanding of oral communications concerning the facts, we request a written statement of the facts from your office. May we within ten days have a written explanation from your office concerning the placement of material at the Nyberg Road Interchange, the source of such material, and the yardages involved.

If we fail to receive such written explanation, we will feel free to recommend to our client or other interested parties that they take such steps as they may deem necessary for the protection of contractors and the public.

Very truly yours,

SHULER, RANKIN, MYERS & WALSH

By
Robert L. Myers

rlm-a

cc E.W. Eldridge, Inc.
P.O. Box 98
Sandy, Oregon 97055

RECEIVED
APR 13 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]
7151

April 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Beaver Dam Bridges
Tigard Intchg.-E.Portland Frwy. Sec.
Pacific Highway
Washington County
Br. Nos. 7494A & 7494B

Enclosed are two prints of Drawing No. 24870 and Sheet 3 which are the preliminary plan and elevation and the grading plan sheet for the subject structures. Also enclosed are two copies of the hydraulic report.

The width, alignment, and elevation of the structures were determined in accordance with the grading plans for the project. The length was determined from the hydraulic recommendation that the existing channel be maintained with a 2:1 slope at the bridge ends.

The need to replace the existing structures rather than widen them was based on the following considerations.

1. The existing structures are not long enough to meet the requirements of the 2:1 channel slopes.
2. They are built on a crown sloping both ways from their center lines which would require tilting the structures to conform to the new roadway slope.
3. It is not our present policy to build timber pile trestle bents on the interstate system as the existing bridges are built.

NOTED
TOM EDWARDS

A three span reinforced concrete slab placed on prestressed concrete piles was determined to be an economical type for this location. Both the northbound and southbound structures would be built in stage construction.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $456,000.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

JMT:smd

cc
Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
[illegible] 10 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
FEB 18 1970
FORM E-30 50M 10-65
FOR FILING

[illegible]
7157

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 17, 1970

SUBJECT:

To: MEMO TO THE FILE

On February 16 a meeting was held in my office with members of the Bureau of Public Roads and the State Highway Division to explore the possibilities of removing the West Linn slide and using portions of it to construct the Nyberg Road Section. A list of those in attendance is attached.

Mr. Simpson opened up the meeting by stating that he was very reluctant to approve the removal of any portion of the slide or for any of the work at the Nyberg Road project being done by force account methods. He encouraged us to negotiate with the contractor and come up with unit prices for the entire package. We agreed to proceed on this proposal and we will advise Mr. Simpson in the near future how it goes. I did, however, bring to Mr. Simpson's attention that, if our negotiations for the unit price proposal breaks down, it was my opinion that the slide must still be removed by this contractor and that we would have no alternative but to use force account methods.

I also advised Mr. Simpson at this meeting that since our most recent estimate of about 350,000 cubic yards of material in the slide, new developments have occurred which makes me feel that a minimum of about 550,000 cubic yards will have to be removed.

Mr. Rulien has been instructed to follow up on the negotiation feature and will report back to us shortly on his success.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Att.
cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. J. Barbee
L. W. Rulien

BPR-OSHD MEETING

February 16, 1970

BUREAU OF PUBLIC ROADS

R. E. Simpson

Glenn L. Green

Ernest J. Valach

OREGON STATE HIGHWAY DIVISION

F. D. Morgan

D. J. Barbee

L. W. Rulien

Roy Heinz

F. B. Klaboe

RECEIVED
FEB 9 - 1970
FOR FILES

I-205-7(11)294
7150

X.p

February 6, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Nyberg Road Interchange Section
Oregon Project I-5-5(46)291
Pacific Highway I-5
Washington County

Dear Sir:

The following is in reply to your letter of January 30, 1970, for the subject project which requested additional information concerning our request that the construction work on this project be performed by a method other than contract award by competitive bidding, namely, negotiation with the contractor Gibbons and Reed and Al Johnson Construction Company, who is now constructing Project I-205-7(11)294, West Linn-Tualatin River Section.

Your letter requested an estimate of the cost for removing the excess material on Project I-205-7(11)294 and placing same in a suitable waste area. The estimate for moving the excess is arrived at as follows:

ESTIMATED COST PER C.Y.

Excavation	$0.50
Haul	0.40
Place	0.10
Total	$1.00 per c.y.

Total cost to waste: $1.00/c.y. x 197,000 c.y. = $197,000

The above estimate is based on our recent experience of wasting slide material on this project by force account. It is anticipated that the material would be wasted by widening fill sections wherever possible on the project. If additional right of way is required for disposal sites, the cost is expected to be nominal and is included in the estimated unit price shown.

Also, you requested the cost increment of placing the excess material on Project I-5-5(46)291 and it is as follows:

$437,700 - $197,000 = $240,700 Estimated Cost Increment to Nyberg

To derive the cost of the Nyberg embankment material:

The estimated total quantity of

Free-draining Embankment Material	28,000 cu.yd.
Special Borrow Excavation, Unclassified	169,000 cu.yd.
Total	197,000 cu. yd.

The total cost to place waste at Nyberg

Haul and place waste rock from Excavation B*
Free draining - $1.75 per cu.yd. X 28,000 cu.yd. = $49,000

Slide material used as Special Borrow Excavation unclassified

Excavation**	$0.75
Haul (7 mi.)	1.40
Place	0.15
Total	$2.30

$2.30 per cu.yd. x 169,000 cu.yd. = 388,700

Total $437,700

* There is sufficient bedrock remaining in the unit B excavation (on W. Linn-Tualatin) at a bid unit cost of $0.35 per cu.yd. to furnish the material for the free-draining embankment needed at Nyberg. Common slide material could be traded with this rock as necessary to meet the quantity requirements for embankment of W. Linn-Tualatin.

** Excavation cost using front end loader and legal hauling trucks.

The second question regarding Project I-5-5(46)291 is a cost breakdown to accomplish the miscellaneous work within the interchange.

The estimated cost for the items are:

Item	Unit	Quantity	Unit Price	Total
Temporary Protection & Direction of Traffic	L.S.	All Required		$ 3,500
Clearing and Grubbing	L.S.	All Required		2,500
Embankment Foundation Excavation	C.Y.	28,000	$ 1.50	42,000
Trench Excavation	C.Y.	110	5.00	550
15" Culvert Pipe	L.F.	140	5.25	735
18" Culvert Pipe	L.F.	230	6.50	1,495
Type 2 Fence	Rod	270	12.50	3,375
			Total	$ 54,155

Total Nyberg Cost

Emb. cost increment (Chargeable to Nyberg)	$268,700
Misc. items (from above)	54,155
Total	$322,855

In answer to your last question as to the cost of the "Free-draining Embankment Material; if the rock taken from Project I-205-7(11)294 is not satisfactory; the estimated price for "Free-draining Embankment" is $3.00 per cubic yard. The material would have to be obtained from local commercial sources.

In summary, the estimated cost to construct the Nyberg Road Interchange, omitting the flagging and engineering which would be approximately the same regardless of how it was constructed, is as follows:

By Contract Method

Temporary Relocation & Direction of Traffic	All Required		$ 3,500.00
Clearing & Grubbing	All Required		2,500.00
Embankment Foundation Excavation, Unclassified	28,000 cu.yd.	$ 1.50	42,000.00
Free-draining Embankment Material	28,000 cu.yd.	3.00	84,000.00
Special Borrow Excavation, Unclassified	169,000 cu.yd.	1.75	295,750.00
Trench Excavation	110 cu.yd.	5.00	550.00
15-inch Culvert Pipe	140 lin.ft.	5.25	735.00
18-inch Culvert Pipe	230 lin.ft.	6.50	1,495.00
Type 2 Fence	270 rod	12.50	3,375.00
			$433,905.00

By Negotiated Method

Temporary Relocation & Direction of Traffic	All Required		$ 3,500.00
Clearing & Grubbing	All Required		2,500.00
Embankment Foundation Excavation, Unclassified	28,000 cu.yd.	1.50	42,000.00
*Free-draining Embankment Material	28,000 cu.yd.	1.75	49,000.00
**Special Borrow Excavation, Unclassified	169,000 cu.yd.	1.30	219,700.00
Trench Excavation	110 cu.yd.	5.00	550.00
15-inch Culvert Pipe	140 lin.ft.	5.25	735.00
18-inch Culvert Pipe	230 lin.ft.	6.50	1,495.00
Type 2 Fence	270 rod	12.50	3,375.00
			$322,855.00

* The $1.75 is for haul and place only as the excavation cost would be charged to I-205-7(11)294 regardless of where it was placed.

** The $1.30 is the result of the $2.30 estimate, less $1.00 to be charged to I-205-7(11)294 because the $1.00 would be charged there anyway.

We sincerely hope this answers all your questions and that it will allow you to give us a favorable reply. We also request this matter be expedited as a meeting with the contractor is scheduled for Monday, February 9, 1970. If further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg
cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee
L. W. Rulein
V. E. Skoog
R. N. Chase

RECEIVED
FEB 3 1970

FOR FILE
I-205-7(11)294
2150

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 30, 1970

In reply refer to: 08-35.1
XRef: I-205-7(11)294

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(46)291, Nyberg Road Interchange Section

Mr. Young's letter of January 29, with attachments, requested that the construction work on project I-5-5(46)291 be performed by a method other than by contract, under the provisions of PPM 21-6.2 and PPM 21-6.3.

The basic assumption must be made that the slide removal correction on project I-205-7(11)294 must be accomplished as part of the work under contract to Gibbons & Reed and Al Johnson Construction Company. The cost of this work - considering a suitable disposal area and haul of the material to that area - is a proper charge to the project.

It is suggested that estimates to reflect the following be prepared:

I-205-7(11)294

Cost for removing the excess (200,000 cubic yards) and placing same in a suitable waste area.

I-5-5(46)291

1. The cost increment of placing the excess material on the project.
2. The cost, as reflected in your letter, for items: Temporary Protection and Direction of Traffic; Clearing and Grubbing; Embankment Foundation Excavation; Trench Excavation; Culvert Pipe; Fencing, if necessary; Free-draining Embankment (if the rock taken from project I-205-7(11)294 is not satisfactory).

Upon receipt of the above cost comparison your request can be given further consideration.

orig to Young
2-3-70

RECEIVED
FEB 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FERRED TO
Porter
By Asst. State Hwy Engr
Info

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

January 29, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Nyberg Road Interchange Section
Project I-5-5(46)291
Pacific Highway I-5
Washington County

Dear Sir:

We hereby request your approval and concurrence, under the provisions of PPM 21-6.2 and PPM 21-6.3, that the construction work on the subject project be performed by a method other than contract award by competitive bidding, namely, negotiation (extra work order, etc.) with the contractor Gibbons & Reed and Al Johnson Construction Company, who is now constructing Project I-205-7(11)294, West Linn-Tualatin River Section. This request is based on the facts and circumstances as set forth hereinafter relative to the project, which in our opinion justifies the said construction method as being in the public interest.

A large slide area has developed on Project I-205-7(11)294, West Linn-Tualatin River Section, at approximately Station 832. In order to correct and stabilize said slide, it is estimated that 330,000 cubic yards of material must be removed and disposed of. It is planned to use approximately 130,000 cubic yards of the material in the construction of sound barrier type mounds on Project I-205-7(11)294. The balance of the slide material is suitable and sufficient to construct the embankment proposed on the Nyberg Road Interchange Section, Project I-5-5(46)291.

The use of this material plus the additional negotiated cost of the preliminary work such as embankment foundation excavation, drainage and fencing, would complete the work as programmed under Project I-5-5(46)291 and would result in an estimated savings of $150,000. This savings is substantiated by the enclosed copy of Mr. Morgan's memorandum of January 26, 1970, and Mr. Rulien's memorandum of January 22, 1970. The unit prices and total cost estimates in Mr. Rulien's memorandum for competitive bid contract and negotiation have been reviewed and approved by our Construction Division Chief Cost Engineer E.L. Johnson as being representative of the prevailing cost of such work.

As you are aware, only three bids were received for Project I-5-5(46)291 on July 31, 1969, and were rejected as being too high. The bids ranged from $440,820 to $474,600. We are of the opinion that any future bids would not be any less as construction costs have continued to increase since July 1969, which fact further substantiates the $150,000 savings as estimated.

We wish to further point out that if the surplus slide material is not disposed of by constructing Project I-5-5(46)291, Nyberg Road Interchange Section, additional right of way would be required as a disposal area for said material and thereby creating an additional cost to Project I-205-7(11)294 rather than the projected savings by utilizing both projects in the manner suggested.

This method of negotiating the work involved under the two projects was discussed with Mr. Christianson of your staff.

The negotiated extra work order mentioned in the first paragraph would refer to both projects and establish which construction costs are to be charged to Project I-205-7(11)294 and Project I-5-5(46)291. This in essence would designate Project I-5-5(46)291 as the disposal area of the approximately 200,000 cubic yards of excess material from Project No. I-205-7(11)294, with such additional work as necessary to complete Project I-5-5(46)291 as programmed and would designate the costs which are eligible to each project.

When we have received your approval of the foregoing method of doing the construction work for Project I-5-5(46)291, we will proceed to negotiate with the contractor and submit said negotiation for your approval with PS&E documents for Project I-5-5(46)291 for your authorization to proceed with the work. We will also request your authorization to proceed with the work negotiated to be charged to Project I-205-7(11)294.

This method of handling difficult situations has been very successful in the past; e.g., the Slavin Slide, Project I-5-6(37)300. If further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee
L. W. Rulien
V. E. Skoog
R. N. Chase

Attach.

FORM 2-50 (12-63)

1-27-70 copy to Young
w/note: Please proceed
as outlined--pronto!

FBK

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1970

SUBJECT: Nyberg Road Interchange
and
West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

On subject project we have a large slide area near the Walker residence. It is estimated that removal of 330,000 cubic yards of material will be required. It is planned to use some 130,000 cubic yards of this material in the construction of sound barrier type mounds.

The unused balance of this slide material is sufficient and could be used to construct the embankment proposed at the Nyberg Road Interchange Section. In fact, it is estimated that a savings of $150,000 can be made by using this material for this purpose.

Attached is a report and estimate to substantiate the above statement as submitted by Division Engineer Rulien.

It is recommended that all the work on the proposed Nyberg Road Interchange be performed by negotiated contract with the contractor, Gibbons and Reed and Al Johnson Construction Company. This procedure has been discussed with Mr. Christianson of the Bureau of Public Roads. The Bureau people indicate that they will be receptive to this recommendation. If the State Highway Division should desire to proceed in this manner, the Bureau of Public Roads will consider changing the present program for Nyberg Road Interchange from the formal contract method to a negotiated contract with the present contractors.

I believe the estimate submitted herewith is sufficient to permit the Bureau of Public Roads to proceed with requirements of their department to program the Nyberg Road Intersection Section in this manner. Will you please have the Program and Planning Department proceed with this action.

F D Morgan
F. D. Morgan
Construction Engineer

Glen
Proceed

FDM:fw
Attach.
cc L. W. Rulien

RECEIVED
JAN 27 1970
PROGRAM & PLANNING
DIVISION

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JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

FORM 2-30 (12-67)

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CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 22, 1970

SUBJECT:
West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

To:
Mr. F. D. Morgan
Construction Engineer
Salem

As is well known, we have experienced a slide of considerable magnitude on the West Linn-Tualatin River contract. We have worked out a correction to a large portion of this slide, and this correction requires the removal of 330,000 cubic yards of material. In attempting to utilize this material to the best advantage of the project, and in the most economical manner possible, we are going to construct sound barrier type mounds which should utilize approximately 130,000 cubic yards. There are possibilities of extending this mounding into some other areas, and possibly making some alterations in grade that would conceivably make a place for perhaps another 50,000 yards. It appears that the remainder of the material would have to be hauled off the project and wasted, or else that we would have to acquire some additional right of way adjacent to the project and widen some embankments.

There appears to be the possibility of disposing of this material in a way that would be advantageous to the public, and which would expedite completion of some grading work in the vicinity of I5 at Nyberg Road. Early placement of these embankments is desirable from the standpoint of stability, in as much as surcharges are proposed, so that as much settlement as possible will occur prior to surfacing. A previous attempt was made to contract these embankments at Nyberg Road without success due to the apparent lack of interest on the part of contractors and the high costs on the bids received. There appears to be a distinct possibility that economies could be realized by disposing of some of the excess material at Nyberg Road. Disposal at Nyberg Road cannot be undertaken, however, without the preliminary work such as embankment foundation, special backfill, et cetera. Consequently, if this slide material is going to be utilized at Nyberg Road, the advance grading project at Nyberg Road would need to be negotiated with the contractor who has the West Linn-Tualatin River project.

We have requested prices from our contractor and he is presently studying this question and developing some prices for further discussion. However, it will probably be another week or two until he is ready to sit down with us and discuss it further. In the meantime, attached for your further use and study is a copy of an estimate which was developed in order to compare possible costs of doing the Nyberg Road project by contract as was previously tried, or utilizing the slide material that is excess and negotiating the work with the present contractor. I believe these estimates definitely indicate that there would be a financial advantage in undertaking a negotiation.

Will you please advise if we should proceed on this basis.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc R. T. Heinz

West Linn-Tualatin River Section
East Portland Freeway
Contract No. 7150

COMPARISON OF DISPOSAL AREAS for SLIDE MATERIAL

Item	Quantity		Estimated Unit Prices & Total by Contract		by Negotiations
Temporary Protection and Direction of Traffic	All		$ 3,500		$ 3,500
Clearing and Grubbing	All		2,500		2,500
Embankment Foundation Excavation, Unclassified	28,000	@ $1.50	42,000		42,000
Free-Draining Embankment Mat'l	28,000	@ 3.00	84,000	* @ $1.75	49,000
Special Borrow Excavation, Unclassified	169,000	@ 2.00	338,000	**@ 1.30	219,700
Trench Excavation	110	@ 5.00	550		110
15" Culvert Pipe	140	@ 5.25	175		140
18" Culvert Pipe	230	@ 6.50	345		230
Type 2 Fence	270	@ 12.50	3,375		270
Total			$474,445		$321,145

* Hauling and placing only (Excavation @ $0.35 in contract West Linn-Tualatin River project)

** This price developed as follows:

ESTIMATED COST

	Per Contract (West Linn-Tualatin River)	To Nyberg Road	
Excavation	$0.50	$0.75	
Haul	0.40	1.40	
Place	0.10	0.15	
Total	$1.00	$2.30	Difference $1.30

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JAN 9 - 1970

FOR FILING

I205 7/11 224

7150

Salem, Oregon 97310
January 8, 1970

Tualatin River-West Linn
Section of I-205
Nyberg Road Interchange
Section of I-5

Mr. D. J. Barbee
Design Engineer
BUILDING

I have been recently informed that there will be more slide material available at the West Linn slide than will be needed for the construction of sound barriers.

As you know, we have had considerable difficulty securing a source for the necessary fills at the Nyberg Road Interchange.

Please therefore give strong consideration to hauling from the slide area some of this excess material to the Nyberg Road Interchange for the construction of these vital fills.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. D. Morgan
L. W. Rulien

RECEIVED
AUG 5 - 1969

I-205-7(11)
7150

August 4, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Concurrence is requested in rejecting the bid received July 31, 1969 for the Nyberg Road Interchange Section, Project No. I-5-4(46)291.

The Engineer's estimate for the Project was $257,345.00. The low bid received was from E. W. Eldridge Inc. in the amount of $440,820.00 or 71.2% over the estimate, which is considered too high for the highway Commission to accept.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Bureau of Public Roads' Endorsement

Date__________________________

I concur in rejecting the bid.

R. E. Simpson
Division Engineer

DAR:aw

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JUL 18 1969

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-9-69

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-5-5(46)291
SECTION:	NYBERG ROAD
WORK :	GRADING
COUNTY :	WASHINGTON

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

I-205
7150
/ Klabe

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
July 9, 1969	July 9, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN THE AMOUNT OF $3,500.00.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's July 3, 1969 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are hereby approved.

A signed copy of the Title Sheet is returned herewith.

Young w/enc.
7-11-69

H KLABOE

OFFICE USE

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JUL 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
July 9, 1969	R. E. Simpson	Division Engineer

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JUL 7 - 1969
FOR FILING

I-205-7([illegible])294
7150

July 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Complete P. S. & E. documents have been submitted to your department for the Nyberg Road Interchange Section, Project No. I-5-5(46)291, and accordingly we are requesting your authorization to advertise for bids to be received on July 31, 1969.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to non-segregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-68, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We plan to advertise for bids to be received on July 31, 1969, the Multnomah County Line-E. Cascade Locks Section, Pavement Seal, Project No. I-80N-2(42)39. We consider your construction authorization date of July 2, 1968, still in effect and that our previous certifying statements still apply.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:ia

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JUN 30 1969
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I-205-7(A)374
7450

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 27, 1969

SUBJECT: Nyberg Interchange
"Beaver Dam" Bridge
Br. No. 7494, MP 12.04
FAI-5, Pacific Highway

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attached is a report by R. L. Lenz along with a copy of my letter dated May 16, 1969, covering the hydraulics of the subject section. Previously I had favored a bridge that would be compatible with a nominal 245-foot channel; however, after reappraisal of the facts along with additional information collected subsequent to the above report in an attempt to confirm the results of the study, we have found that it is virtually impossible to determine with any degree of certainty the discharge to be used for design through this swale. Rationalization of the facts will give flows ranging from 3,000 cfs to something greater than 10,000 cfs.

After some thought about the inconclusiveness of the facts that we have accumulated, the conclusion was reached that one of two choices can be made with respect to the length of bridge to be used in crossing this flood plain: either to span it with a full length bridge or retain the present channel with the embankment ends under the bridge adjusted to a 2:1 slope. The first choice, spanning the flood plain, would be prohibitive because of cost; this leaves the second choice for consideration. Reasons for favoring this second choice are given as follows:

(1) The present bridges have been in existence for 16 years without any apparent problem relating to drainage, although it is realized that a major flood has not occurred within that period. I feel that as the area in and around Tualatin becomes more developed, some type of flood protection program will be initiated in spite of the Corps of Engineers' observation that no program is in sight. They have made a study which can be reactivated if local interests turn in that direction.

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

(2) My previous observation that a bridge conforming to a 245-foot channel should be considered in light of the 0.2 foot of backwater that could be induced is nullified because of the inconclusive and conflicting evidence that has been analyzed. Too much time has elapsed which makes it virtually impossible to reconstruct the 1933 flood. It has, however, been demonstrated that the 1933 flood reached an average depth of 3 feet or so in the city of Tualatin without the I-5 encroachment on the "Beaver Dam" swale. It seems reasonable to surmise that any obstruction--even the columns supporting a full length bridge--would place a liability in the Department's hands. The short bridge, it has been estimated, could raise the 1933 flood level in the neighborhood of 1 foot assuming that about 5,000 cfs passed through the area during that time. In view of this, it is doubtful that an increase in damage would be incurred by the obstruction produced by the short bridge since, in a sense, the damage is done because of the fact that the overall area is inundated without the obstruction during a flood of the 1933 magnitude (the same can be said of a flood of the 1937 magnitude which was about a foot lower in elevation than the 1933 flood). It is not believed that any additional damage incurred by the obstruction will be enough to justify the additional bridge length; and, as pointed out above, to keep the condition on a nondamage basis would require a bridge, about 900 feet long, spanning the width of the swale.

It is pointed out that these arguments are not substantiated entirely by hydraulic principles. It is known, however, that a considerable amount of water did pass through the "Beaver Dam" swale which makes it certain that a bridge is required. Since we have had 16 years' experience with the present condition, I would recommend that we take the risk and adopt the present condition modified to our current standards.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment

WHT:ia

cc: F. B. Klaboe

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1969

SUBJECT: Nyberg Interchange
"Beaver Dam" Bridge(s)
Br. No. 7494, MP 12.04
FAI-5

To:
Mr. D. J. Barbee
Design Engineer

BUILDING

Attached is a report by Mr. R. L. Lenz covering the hydraulics of the "Beaver Dam" swale just south of the Nybert Interchange on I-5. Although the report is self-explanatory, the following comments are presented for your consideration.

For Interstate projects, the Bureau of Public Roads has set forth certain criteria, as revised from PPM 20-4 (8-10-56), which states, in part, "Designs for all culverts and bridges over streams ... to accommodate floods at least as great as that for a 50-year frequency or the greatest flood of record which is greater... but not less than the flood of 50-year frequency may be used for design...." As noted in the attached report, the 1933 flood had been determined as one having the 50-year frequency and this was used as basis for the study.

The present waterway on the "Beaver Dam" swale (now crossed by dual bridges, each 100 feet long) appears to be insufficient for such a flood. It is realized that the present bridges have been in existence since 1953 (or roughly 16 years) without any catastrophe; however, this is not sufficient time to establish with any certainty that a flood of the 1933 magnitude will not occur within a reasonable amount of time. The flood-plain characteristics are virtually unchanged--in fact, conditions are probably more conducive to flood damage because of the socio-economic development that has taken place since the last major flood (1937). There does not appear to be any relief in the way of flood protection along the Tualatin River.

In order for a 50-year flood to pass through this swale without backwater effect, FAI-5 would have to cross the entire width of the swale with bridges (they would be approximately 900 feet long) which, of course, would be prohibitive because of cost. The present 35-foot opening would create a theoretical backwater of 0.9 foot which, I feel, cannot be tolerated in view of cultural development, both present and future, on the flood plain. A compromise involves an opening of 245 feet that would induce a backwater of 0.2 foot, which I do not believe is serious.

In light of these facts, I tend to favor replacing the present bridges with ones that would correspond to at least the 245-foot channel bottom width through the FAI-5 crossing of the swale. The cost is greater than revamping the present facility, but I feel that any damage during a 50-year flood as a result of the smaller bridges being in place would more than consume any savings in construction costs.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment

WHT:la

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1969

SUBJECT: Nyberg Interchange
Beaver Dam Bridges
FAI-5

To:

Mr. W. H. Tebeau
Preliminary Studies Engineer

BUILDING

At Mr. Hall's suggestion, we have re-evaluated the subject crossing on the basis of additional facts that he had given us.

In analyzing the information, it is apparent that at flood stages, there could exist a flooding pattern from the Tualatin River through the town of Tualatin and down the "Beaver Dam" drainage. The Corps of Engineers was contacted to determine whether or not there were any plans for flood projects with regard to the Tualatin River basin. They have indicated that as far as they are concerned no flood control projects are being planned within the foreseeable future. There are several small projects in the planning stage under Public Law 566 on some of the tributaries, but it is not likely that they will have any influence in alleviating the flood problem in the Tualatin area since the main objectives are irrigation, recreation, and other domestic uses of water. In essence, the general flood plain characteristics will remain as they are now and, in a sense, as they were during the years of the two big floods (1933 and 1937).

Discharges for the 1933 and 1937 floods were 29,300 cfs and 26,300 cfs, respectively, as determined by data from a water-stage recorder (No. 14-2075) at West Linn; in comparison, the 1964 flood with respect to this recorder had an estimated discharge of 17,700 cfs. The Corps of Engineers has estimated that the 1933 flood was one having a 50-year recurrence interval; therefore, the design discharge (50-year basis) is set at 29,300 cfs at the recorder. This discharge corrected to the FAI-5 locality becomes roughly 28,000 cfs, determined by deducting the probable contribution of the area (50-year basis) between FAI-5 and the water-stage recorder.

In studying the flood pattern of the 1933 flood as depicted by the Corps of Engineers, flood waters in the area of Tualatin divided into two waterways with one being coincident with the main stem of the Tualatin River and the other passing through the town becoming coincident with a significant swale, locally known as "Beaver Dam", which lies south of the main Tualatin River stem. A hydraulic analysis indicated that there was approximately 19,000 cfs along the main stem and 8,200 cfs along "Beaver Dam" during the 1933 flood. The depth of the water through the town was about 3 feet in 1933 and 2 feet in 1937.

Elevation of the 1933 flood at the FAI-5 crossing of the Tualatin River is estimated from the Corps of Engineers' flood profile and from corroborating field evidence to have been elevation 122 (the present conflict afforded by FAI-5 not being in existence at that time). With the FAI-5 bridge over the Tualatin River as it now exists coupled with a flood similar to the one in 1933, the probable backwater would amount to less than 0.1 foot along the main stem.

Elevation of the 1933 flood at the FAI-5 crossing of the "Beaver Dam" was estimated to be in the neighborhood of 122. At this elevation the existing structure would handle 900 cfs. Downstream from the FAI-5 crossing of the "Beaver Dam", Meridian Road (county), also crosses this swale with a 45-foot long, 3-span structure and a long fill. At one time a pile trestle spanned the width of the swale, but we have been unable to determine whether it was replaced prior to the 1933 flood or after. The fill and short structure were in place during the 1937 flood and caused a momentary impoundment of the flood waters. Eye-witness accounts indicate that the fill washed out 15 feet on one end of the bridge and 100 feet on the other end while the water was still on the rise. The water continued to rise until there was about 3 feet over the structure and road (pictorial evidence supports this); when the flood began to recede the fill washed out even more.

It should be noted that since the construction of the present facility in 1953, there have been no floods high enough to pass through the town of Tualatin; the 1964 flood with a discharge of 18,000(-) cfs (recurrence interval of less than 10 years) was on the verge of passing through town. At that time, the high water in town was at elevation 120(-) and the backwater in the "Beaver Dam" area at elevation 117.

Since the bulk of evidence delineated the 1937 flood, our computations on discharges and flood profiles were based on the 1937 flood with the existing county facility in place. These results were then projected to fit the 1933 flood plain. The following table contains data for comparison on the original, unrestricted opening at the "Beaver Dam" and on two bridges--one bridge with a channel width of 35 feet as now exists but with 2:1 slopes, and a bridge with a 245-foot channel opening.

The tabulations below are presented for comparison purposes only and are not recommendations.

Flood plain gradient through "Beaver Dam" - 0.00016 ft/ft
1933 water elevation in Tualatin - 122

Design Frequency - 50 year

	Original Unrestricted opening	245-foot Channel	35-foot Channel
Discharge	8,200 cfs	8,200 cfs	***4,100 cfs
Area	10,500 sq ft	3,340 sq ft	558 sq ft
Velocity	0.8 fps	2.5 fps	7.5 fps
Backwater	-	0.2 ft	0.9 ft
Elevation (upstream side)	121.7	121.9	122.6

***Note: If the assumption is made that the discharge of 8,200 cfs could be confined to the "Beaver Dam" channel, there would be about 5 feet of backwater created by the 35-foot channel. This, however, cannot occur, because as soon as the water begins to rise at "Beaver Dam", a rise in water levels will occur on the main river and in the town of Tualatin. Since the gradient and elevation of the main stream were almost identical to that in the "Beaver Dam" overflow, I assumed a split of the 8,200 cfs as depicted above.

There seems to be no way to calculate a split of this overflow when a restriction is placed on "Beaver Dam". Since the gradient and elevation of the two flooded areas were practically identical, another approach is offered for consideration; What rises on "Beaver Dam" also rises on the main river; therefore, the 220-foot width of the opening on the main river at flood elevation of 122 be duplicated as the width at elevation 121.7 of a structure on "Beaver Dam".

Richard L. Lenz
Hydraulics Engineer

RLL:la

RECEIVED
MAY 28 19[illegible]

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

I-[illegible] 7/11) 274

7150

cc's sent 5-27-69

F.B. Klaboe
F.D. Morgan
L.H. Young
G.C. Wills
F.E. Terpin (3)
T.C. Roake (3)
A.E. Johnson (2)
L.W. Rulien (2)
R.D. Asburry (2)

May 26, 1969

RECEIVED
MAY 26 1969
DESIGN
DIVISION

[illegible]
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackisman
Scott
R. Olson
Carstensen

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Cooper:

The following title project transmittal to us by your letter dated May 19 has been examined.

Fremont Bridge Section, Stadium Freeway
Hwy., Mult. Co.,

Nyberg Road Interchange Section, Pacific
Hwy., Wash. Co.,

Ward Drive - Silverton Road Section FAS 741,
Marion Co.

We anticipated no fishery conflicts with the above projects; thus they are approved.

The Necanicum Jct. project has been referred to our field office for further investigations. Our reply to this section will be made in the near future.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon Game Commission

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 28 1969

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 23, 1969

cc's sent 5-27-69

F.B. Klaboe/
F.D. Morgan
L.H. Young
G.C. Wills
F.E. Terpin (11)
T.C. Roake (11)
A.E. Johnson (4)
L.W. Rulien (6)
R.D. Asburry (8)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the project plan title sheets sent with your letter of May 19, 1969.

The projects are all approved as there will be no conflict with wildlife resources. The approved projects are listed below.

1. Fremont Bridge Section
   Stadium Freeway, Multnomah County
2. Nyberg Road Interchange Section
   Pacific Highway, Washington County
3. Fountain Slide Section
   Columbia River Highway, Hood River County
4. Kittridge Avenue (Portland) Channelization Section
   Columbia River Highway, Multnomah County
5. Division Street-Hilda Street (Oregon City) Section
   Cascade Highway, Clackamas County
6. Columbia River Highway-Old Portland Road Section
   FAS 574 (Gable Road), Columbia County
7. Ward Drive-Silverton Road Section
   FAS 741 (Lancaster Drive), Marion County
8. Crater Lake Highway-South Fork Reese Creek Section
   FAS 15-101, Jackson County

9. Powder River (McDougal) Lane Section
   FAS 506, Baker County

10. Murder Creek Section
    Pacific Highway, Linn County

11. Saddle Mountain Junction-Little North Fork Nehalem River
    Section Sunset Highway, Clatsop County.

Regarding the final project listed, "Saddle Mountain Junction, Little North Fork Nehalem River Section," passage for fish should be maintained and precautions should be taken against siltation.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

Klaboe

STATE HIGHWAY DEPARTMENT Oregon	DATE 5/22/69
BY (Signature) Mr. Young's May 14, 1969 letter	
TITLE	

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 582 THRU 583

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
582	I-5-5(46)291	0.30	$285,000.00	$262,000.00
583	I-80N-2(48)48	0.26	2,500,000.00	2,300,000.00

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Nyberg Road Interchange Pacific Highway	Grading
Fountain Slide Section Columbia River Hwy	Slide removal & repair

Young 5-26-69

NOTED
F. B. KLABOE

REMARKS (Division)

You are authorized to proceed with the necessary preparatory work for utilities adjustment on Item 582, Oregon Project I-5-5(46)291 and the necessary preparatory work for railway adjustments on Item 583, Oregon Project I-80N-2(48)48.

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-22-69	SIGNATURE AND TITLE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

5-22-69

RE
MAY 26 1969

I-5-5-
7150

RECEIVED
MAY 16 1969

I-[illegible]
7150

May 14, 1969

Mr. R. E. Simpson
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two projects, Items 582 and 583, which we desire to have included in the Federal Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enclosure
DAR:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	**FEDERAL-AID P** (PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 Nyberg Interchange S. 0.3 mi. 21 65	**ADT**	PRESENT 26,000	FUTURE 58,800 (66) (70)	YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Partial Grade & Drain 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Washi	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AI I

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-5 Nyberg Interchg. S. 0.3 mi.			
5					ROW		(Nyberg Road Interchange Section)			
5					CONST (CODE) 0010			0.30	285,000	262,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.30	285,000	262,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 26,000	FUTURE (66) (70) 58,800	YEAR (71) (72) 89	REGION 08	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN CODE (4) (9) 042
								ITEM NO. (14) (18) 582

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (6) 14 23 I-	NUMBER 7 5-5(46)	SEQ. NO. 13	I Projects Only POST MI. (24) (26) 291	DESIG. 27

COUNTY NAME Washington	CODE (14) (16) 067	PROGRAM STAGE
ROUTE NO. I FEDERAL-AID (32) I-5	STATE (36) U.S. (37) (41) I-5	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
S.						Partial Grade & Drain for future 6-lane facility.
	0.30	285,000	262,000	23,000		ROW-300' normal; Access control-full; Parking Restrictions-Complete. Utilities-Adj. req. incl. prep. work.
	0.30	285,000	262,000	23,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Items I-453 and B-18,
Projects I-55(33)284 and I-5-5(19)284.

USCOMM DUSCOMM-DC 48905-P61

Remarks continued:

This project consists of partial grade and drain for future 6-lane facility including the grading and drainage of on and off ramps in the south quadrants of the diamond interchange. Median area is to be filled on the south 900 feet of the project.

This is a marshy area, therefore, we estimate 25,000 cubic yards of embankment foundation excavation will be performed under the new construction for the widening and the on and off ramps. A four-foot surcharge of material will be placed on the new construction where it is wider than 20 feet.

This is stage construction for future 6-lane facility and the south one-half of the Nyberg Interchange.

RECEIVED
APR 24 1969
FOR FILING

I-205 7(11)294
7150

Salem, Oregon
April 23, 1969

Nyberg Interchange
Beaver Dam Bridges
FAI-5

Mr. W. H. Tebeau
Preliminary Studies Engineer
BUILDING

Sp

At Mr. Hall's suggestion, we have re-evaluated the subject crossing on basis of additional facts that he had given us.

In analyzing the information, it is apparent that at flood stages, there could exist a flooding pattern from the Tualatin River through the town of Tualatin and down the "Beaver Dam" drainage. The Corps of Engineers was contacted to determine whether or not there were any plans for flood projects with regard to the Tualatin River basin. They have indicated that as far as they are concerned no flood control projects are being planned within the foreseeable future. There are several small projects in the planning stage under Public Law 566 on some of the tributaries but it is not likely that they will have any influence in alleviating the flood problem in the Tualatin area since the main objectives are irrigation, recreation, and other domestic uses of water. In essence, the general flood plain characteristics will remain as they are now and, in a sense, as they were during the years of the two big floods (1933 and 1937).

Discharges for the 1933 and 1937 floods were 29,300 cfs and 26,300 cfs respectively as determined by data from a water-stage recorder (No. 14-2075) at West Linn; in comparison, the 1964 flood with respect to this recorder had an estimated discharge of 17,700 cfs. The Corps of Engineers has estimated that the 1933 flood was one having a 50-year recurrence interval; therefore, the design discharge (50-year basis) is set at 29,300 cfs at the recorder. This discharge corrected to the FAI-5 locality becomes roughly 28,000 cfs determined by deducting the probable contribution of the area (50-year basis) between FAI-5 and the water-stage recorder.

In studying the flood pattern of the 1933 flood as depicted by the Corps of Engineers, flood waters in the area of Tualatin divided into two waterways with one being coincident with the main stem of the Tualatin River and the other passing through the town becoming coincident with a significant swale locally known as "Beaver Dam" which lies south of the main Tualatin River stem. A hydraulic analysis indicated that there was approximately 19,000 cfs along the main stem and 8,500 cfs along "Beaver Dam" during the 1933 flood. The depth of the water through the town was about 3 feet in 1933 and 2 feet in 1937.

Elevation of the 1933 flood at the FAI-5 crossing of the Tualatin River is estimated from the Corps of Engineers' flood profile and from corroborating field evidence to have been elevation 122 (the present conflict afforded by FAI-5 not being in existence at that time). With the FAI-5 bridge over the Tualatin River as it now exists coupled with a flood similar to the one in 1933, the probable backwater would amount to about 0.1 foot along the main stem.

Elevation of the 1933 flood at the FAI-5 crossing of the "Beaver Dam" was estimated to be in the neighborhood of 121. At this elevation the existing structure opening would handle 900 cfs. The elevation of the bottom of the beams is 130 and making an assumption that the water reached this height and utilizing the structure opening to its fullest extent, the capacity would be about 2,900 cfs (at elevation 130 the town of Tualatin would be under 10 feet of water). The obvious conclusion to be drawn from all this is that the existing structure opening at "Beaver Dam" is totally inadequate to handle a flood of 50-year recurrence. It also should be noted that since the construction of the present facility in 1953 there have been no floods high enough to pass through the town of Tualatin; the 1964 flood with a discharge of 18,000(-) cfs (recurrence interval of less than 10 years) was on the verge of passing through town.

Downstream from the FAI-5 crossing of the "Beaver Dam", Meridian Road (county), also crosses this swale with a 45-foot long, 3-span structure and a long fill. At one time a pile trestle spanned the width of the swale but we have been unable to determine whether it was replaced prior to the 1933 flood or after. The fill and short structure were in place during the 1937 flood and caused a momentary impoundment of the flood waters. Eye-witness accounts indicate that the fill washed out 15 feet on one end of the bridge and 100 feet on the other end while the water was still on the rise. The water continued to rise till there was at least 3 feet over the structure and road (pictorial evidence supports this) and when the flood began to recede the fill washed out even more.

Since the bulk of evidence delineates the 1937 flood, we determined the size of structure (with the existing county facility still in place) necessary to carry the 1937 flood with no appreciable backwater above the 1937 level. This would require a structure 343 feet in length with 2:1 end slopes. Should the counties open their fill to a width adequate to carry the 1937 discharge, our structure length could be reduced to 307 feet. This opening would accommodate the 1933 flood (50-year) with an estimated 0.2 foot of backwater.

Design Criteria:

Frequency .... 50 year
Design discharge .... 8500 cfs.
Velocity .... 2.5 fps
Elevation .... 121+
Structure (with present
  county road facility) ...... 343 feet
Structure (with county road
  facility similar to ours) .. 307 feet

The existing structure is 100 feet in length and will not carry the design discharge; therefore, I recommend that the structure be replaced with a longer facility.

Richard L. Lens
Hydraulics Engineer

RLL:bb

RECEIVED
APR 29 1969

Memorandum

I-205-7(1)
7150

Klabon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 23, 1969

In reply refer to: 08-35-EC/400.1
Copy 'No Hearing' file

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5( )291
Tualatin Beaver Marsh Fill Section, Pacific Highway
Washington County
Public Hearing Status and Design Approval

We concur that additional hearings are not required for this project.

We also concur that design approval has been granted by approval of the interchange design.

Young
By Asst. State Hwy. Engr.

Original sent 4-25 69

NOTED
F. B. KLABOE

RECEIVED
APR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 22 1969

FOR FILING

Thaddeus Bruno, Member
Portland

[illegible])291
7150

April 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Tualatin Beaver Marsh Fill Section
Pacific Highway
Washington County
I-5-5(   )291

Dear Sir:

We hereby request your concurrence that additional public hearings are not required for the subject project on the basis of PPM 20-8 Par. 6C, based on the following information.

Public hearing stipulations were satisfied and a letter from Mr. A. W. Parsons, dated September 29, 1967, Project I-5-5(33)284, N. Tigard Interchange-Hubbard Interchange Section authorized preliminary engineering for the preparation of construction plans (P.S. & E.) with additional two lanes to provide a 6-lane facility.

Authorization for the purchase of right of way was given on January 31, 1962 and the parcels required for right of way have been settled.

The subject project involves the construction of fills in the southerly quadrant of the Nyberg Interchange to allow for anticipated fill settlement prior to final construction. The interchange design and subsequent revisions were approved by Mr. G. R. Brooks on May 25, 1961, January 1, 1964 and October 4, 1966.

In view of these facts and that the above actions took place while PPM 20-8(1) was in effect, and its requirements were complied with, we are of the opinion that additional hearings are not required and that design approval has been granted by approval of the interchange design.

Mr. R. [illegible] Simpson
April 21, 1969
Page 2

The subject project is now scheduled for our June 26, 1969 contract bid opening according to the Oregon State Highway Department Schedule of Contract Lettings, issue of April 15, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Program and Planning Engineer

CL:jb

cc: F. B. Klaboe
J. R. Oakes
D. J. Harbee
R. W. Ellison
R. N. Chase
B. Gifford

RECEIVED
MAR 11 1969
FOR FILING

I-205-7(11)294
7150

xspec.

2614

March 11, 1969

Mr. Clayton Nyberg
7055 S. W. Nyberg Road
Tualatin, Oregon 97062

Dear Mr. Nyberg:

Since our last meeting concerning the overflow structure for the Tualatin River near the Nyberg Interchange on Interstate 5, we have thoroughly reviewed all runoff data available.

As the result of this review, we agree with you that it would be inappropriate to replace the existing structure with a large multiplate culvert. Therefore, we now propose to use structures of the same or larger size than those that presently exist.

Thank you for your interest in this matter and for bringing to our attention the information you have accumulated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
L. W. Rulien
Ivan Merchant

FBK:srb sr

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 13, 1969

SUBJECT: Nyberg Road Interchange
Overflow Structure from
Tualatin River

To: MEMO TO THE FILE

On January 15, 1969, a memorandum to the files was written stating the initial steps taken in the investigation of the required size for the Tualatin River overflow structure south of Nyberg Road by Frank Hall and Frank Terpin. As stated in this memorandum, charts and supporting data were secured from the Army Engineer's Office in Portland.

From this data the following facts were established relating to topography and flow characteristics of the Tualatin River:

1. The river lies in a broad valley that narrows into a canyon below the highway bridges.
2. The overflow structure is over low ground that has a low ridge dividing it from the main river to a point about one mile below the highway crossing.
3. The Town of Tualatin lies about one-half mile above the highway crossing in a saddle in the low dividing ridge.
4. There is a diversion dam across the river one and one-half miles below the highway crossing. This dam supplies the Oswego Canal.
5. During low water this dam holds the water at almost a constant elevation of 102.5± for a distance of twenty-five miles above the highway crossing. During high water the broad valley fills up much like a lake twenty-five miles long with the outlet confined to the narrow canyon at the dam. Under flood conditions the velocity increases in the canyon below the dam, starting to accelerate from the "lake" velocity of nearly zero above the highway crossing, to several feet per second in the canyon below the crossing.
6. The discharge from the overflow structure enters the river above the dam. When the river begins to reach flood stage, but is still confined to its channel by the low ridge along its south bank, the water starts to back up from the river and forms a lake with the overflow structure acting as an equalizer.

2-17-69

[illegible]

cc [illegible]

7. When the river reaches a flood stage equal to the 20 year frequency the flood breaks over the low saddle in the ridge at the Town of Tualatin and reverses the flow described in paragraph number 6. Under this condition the overflow structure is subject to all this flow because the ridge along the south bank of the river restricts it to the overflow channel.

Conclusion:

Facts as established support the need of an overflow structure that will accommodate periodic floods from the Tualatin River breaking over its south bank through the Town of Tualatin. If the 144-inch diameter culvert were substituted for the present structure, an additionalcrest of about one-foot would be added to the flood crest at Tualatin, on the thirty-year storm.

Recommendations:

It is recommended that the waterway provided by the present bridges not be reduced by substitution of a pipe for the overflow structure. Since we have not experienced a flood equal to the twenty-year frequency since the highway was constructed, the amount of restriction created by our structure has not been measured. A determination of the C.F.S. discharged through Tualatin from the river into the overflow drainage area by field survey will furnish data to evaluate the adequacy of the structure. This may result in a decision to construct a longer bridge rather than widening the present one. The ends of the overflow structure should be protected by rip-rap to prevent wash from the draw-down of the pool as the river level drops after flooding.

3-11-69
FBK

Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

FLH/bdr
cc: F. B. Klaboe

RECEIVED
FEB 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1969

I-205-7(2)394
7150

January 29, 1969

Ms. Yvonne L. Addington
City Recorder
City of Tualatin
City Hall
Tualatin, Oregon 97062

Dear Ms. Addington:

In your letter of January 16 you asked for our evaluation of flooding conditions in the area south of the Nyberg Road below the Interstate Highway and our recommendations for setbacks on Nyberg Road.

Our projected traffic for Nyberg Road east of the freeway would indicate need for a two-lane facility through 1989. A 50-foot setback from centerline is commonly used by other counties in this situation and would appear appropriate. From the freeway westerly, projected traffic counts for Nyberg Road indicate a need for four lanes; however, I understand that a study has been made for the County which indicates that consideration should be given for construction on a new alignment. If this is to be done, then a 50-foot setback from centerline along the existing road would seem appropriate as above.

The new alignment should be considered in zone changes which might affect its construction. If no consideration is to be given to an alternate route, then a setback sufficient for four lanes should be established along the present roadway. This setback would depend upon the width of roadway desired (from four lanes with left-turn median and parking on the shoulders down to four lanes with no median and minimum shoulders and no parking) and upon whether widening would be all on one side or on both sides. These decisions would need to be made and setbacks established based on what you want in the future.

The area south of Nyberg Road below the highway is subject to periodic flooding. The highest flood recorded by the Highway Department occurred in 1937. This flood is considered of twenty-year frequency. In 1933, a flood occurred that was about one foot higher than in 1937 but we do not have recorded elevations. The high water in 1937 at our highway location reached an elevation of 120 feet, USC & GS Datum. It was also recorded that this flood went three and one-half feet over the deck of the Meridian County Road Bridge.

Filling done in this area should leave a channel wide enough to take the flood discharge below the highway structure. This will concentrate the flow at the county bridge and county officials should be contacted to determine the effect this would have on the structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
L. W. Rulien - Enc.

FLH:bdr srb

CITY OF TUALATIN
IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

.8316

REFERRED TO
Kluboe
BY [illegible] STATE HIGHWAY

January 16, 1969

REFERRED TO
Admin
BY SECRETARY

Oregon State Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Re: Flood control in Tualatin area

Porter

Enclosed please find copy of State Highway map of the City of Tualatin, a plot map and letter of application for annexation and zone change from Trailerhost of America, Inc.

I would appreciate your review and recommendation on the affect, if any, on property along the drainage ditch as indicated on the map, if the property in question were filled as planned.

I would also like to know your recommendations for set-backs on Nyberg Road to allow for future widening and any other information the council should consider before annexing or changing zones in this area.

A public hearing has been set for February 3, 1969, so a reply at your earliest convenience would be appreciated.

Very truly yours,

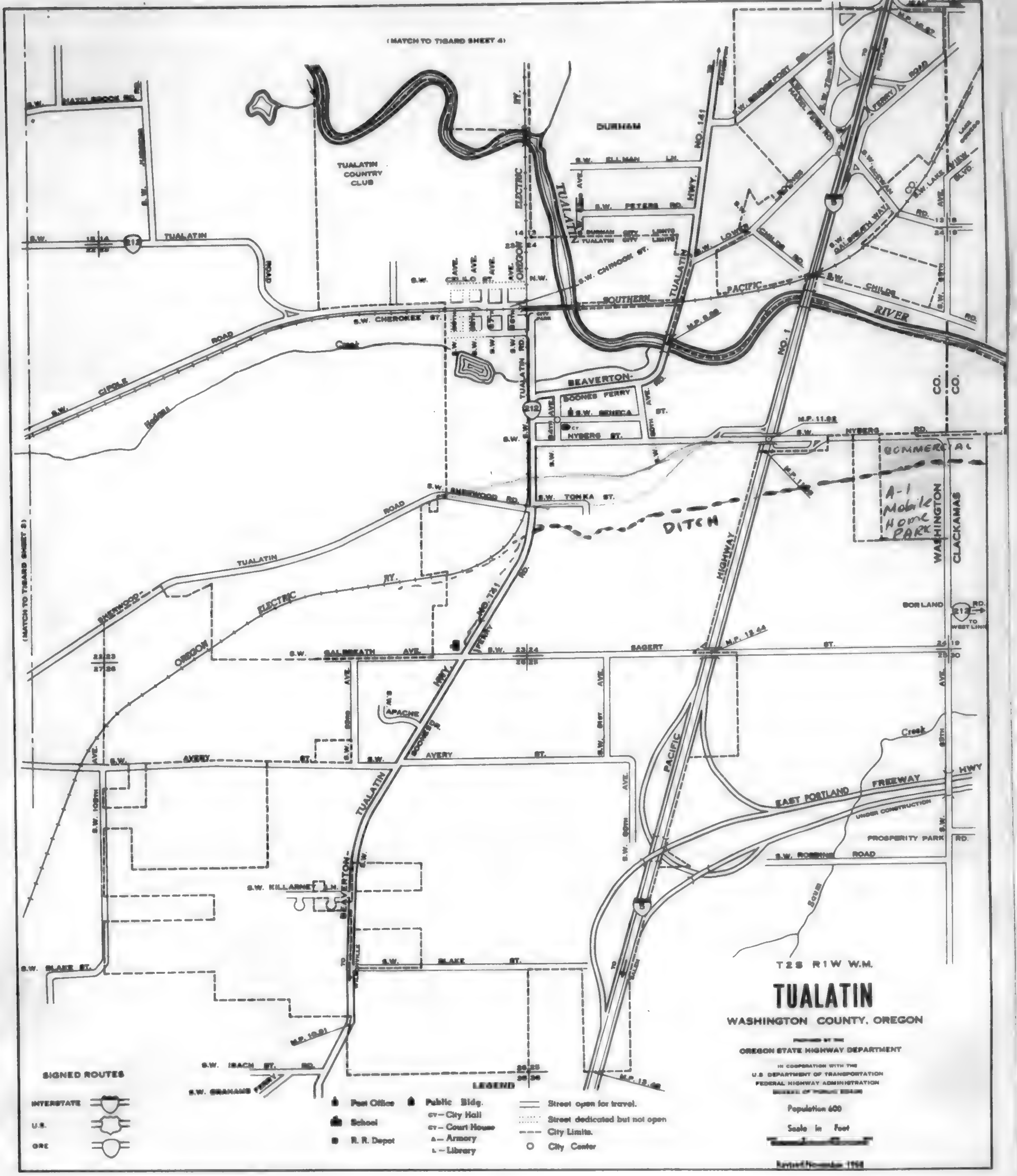
Yvonne L. Addington

Yvonne L. Addington, City Recorder

enc: 3

RECEIVED
JAN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1969
OREGON
STATE HIGHWAY COMMISSION


(MATCH TO TIGARD SHEET 4)
(MATCH TO TIGARD SHEET 3)
TUALATIN COUNTRY CLUB
DURHAM
S.W. DURHAM CITY LIMITS
TUALATIN CITY LIMITS
S.W. ELLMAN LN.
S.W. PETERS RD.
HWY. NO. 141
S.W. BRIDGEPORT RD.
S.W. LOWER BOONES FERRY
S.W. CHINOOK ST.
S.W. CELILO ST.
SOUTHERN PACIFIC
S.W. CHILDS RD.
TUALATIN RIVER
OREGON ELECTRIC RY.
S.W. TUALATIN RD.
S.W. CHEROKEE ST.
S.W. CIPOLE ROAD
Creek
BEAVERTON
BOONES FERRY
S.W. SENECA
NYBERG ST.
S.W. NYBERG RD.
M.P. 11.92
COMMERCIAL
A-1 Mobile Home PARK
DITCH
S.W. SHERWOOD RD.
S.W. TONKA ST.
TUALATIN SHERWOOD RD.
BOONES FERRY HWY. NO. 141
WASHINGTON
CLACKAMAS
BORLAND RD.
TO WEST LINN
S.W. GALBREATH AVE.
SAGERT ST.
M.P. 12.44
S.W. APACHE
S.W. AVERY ST.
PACIFIC HIGHWAY NO. 1
EAST PORTLAND FREEWAY HWY
UNDER CONSTRUCTION
PROSPERITY PARK RD.
S.W. ROBBINS ROAD
S.W. 65TH AVE.
S.W. 105TH AVE.
S.W. KILLARNEY LN.
TUALATIN BEAVERTON HWY.
S.W. BLAKE ST.
M.P. 10.91
S.W. ISACH ST. RD.
S.W. GRAHAMS FERRY
M.P. 13.06
212
5

T2S R1W W.M.

TUALATIN

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 600

Scale in Feet

Revised November 1968

SIGNED ROUTES
INTERSTATE
U.S.
ORE

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.
O City Center

TRAILERHOST Parks

TRAILER HOST OF AMERICA, INC., 6660 S. W. NYBERG STREET, TUALATIN, OREGON 97062 638-6103

L. Lee Glaske
President

December 23, 1968

City of Tualatin, Planning Council
City Hall
Tualatin, Oregon, 97062

Dear Sirs:

Enclosed please find a formal application for annexation and zoning request for that portion of tax lot 100, located on the south side of Nyberg Street consisting of approximately twenty four (24) acres.

The C - 2 proposed area consists of approximately 4 acres and will be filled to usable grade. This portion will be used for commercial development per engineered plans submitted to city council for approval.

The A - 1 conditional use for Mobile Home Park proposed area consists of approximately 20 acres. Complete engineered plans will be submitted to the City Council for approval. The lower portion will be filled for future use with an adequate canal for water runoff of the adjacent properties. The Mobile Home Park will be designed as a luxury type residential development giving appeal and beauty to the area.

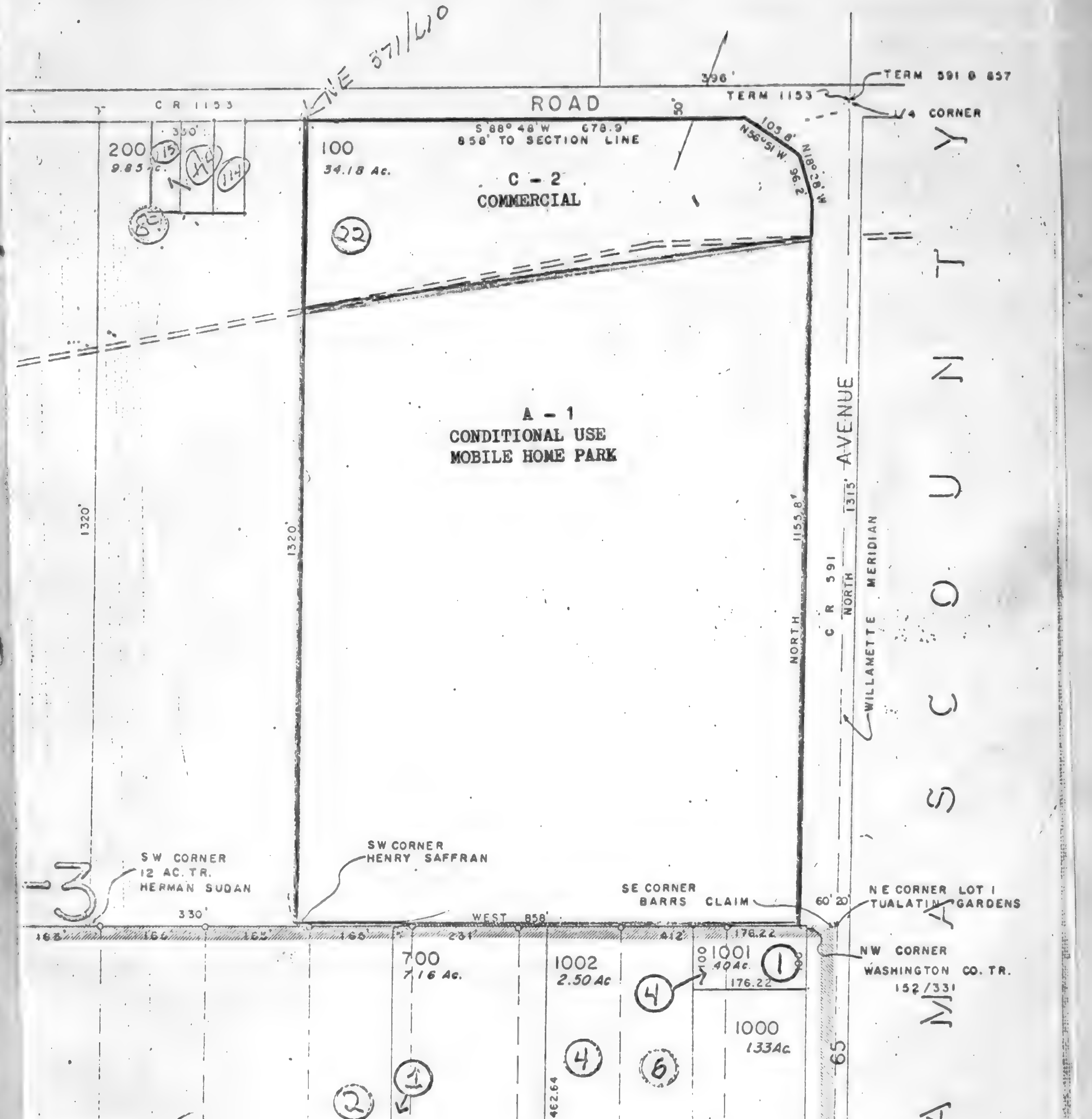
Your immediate attention on this request for annexation into the City of Tualatin and Zone Change Request would be greatly appreciated.

Very truly yours,

L. Lee Glaske

L. Lee Glaske
President

LLG:pk

LINE 571/610
C R 1153
ROAD
396'
TERM 1153
TERM 591 & 657
1/4 CORNER
350'
200
9.85 Ac.
113
144
114
89
100
34.18 Ac.
S 88° 48' W 678.9'
858' TO SECTION LINE
103.8'
N56°51'W.
N18°26'W
96.2
C - 2
COMMERCIAL
22
A - 1
CONDITIONAL USE
MOBILE HOME PARK
1320'
1320'
1155.8'
NORTH
C R 591
AVENUE
1315'
NORTH
WILLAMETTE MERIDIAN
K A S M U N T Y
-3
SW CORNER
12 AC. TR.
HERMAN SUDAN
SW CORNER
HENRY SAFFRAN
SE CORNER
BARRS CLAIM
60' 20'
NE CORNER LOT 1
TUALATIN GARDENS
NW CORNER
WASHINGTON CO. TR.
152/331
330'
WEST 858'
165'
165'
165'
165'
231'
412'
176.22
700
7.16 Ac.
1002
2.50 Ac
1001
.40 Ac.
1
176.22
4
1000
133 Ac.
4
6
2
1
462.64
65
176.20'
900
235.70
205.70
4

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 15, 1969

To: MEMORANDUM TO THE FILES:

SUBJECT: Nyberg Road Interchange
Overflow Structure
Tualatin River

On January 14, 1969, a meeting was held at the Briar Place Inn at Nyberg Road Interchange to discuss with Mr. Clayton Nyberg the plan to replace the overflow structure south of Nyberg Road with a 144-inch pipe.

Those at the meeting were Clayton Nyberg, Frank Hall and Frank Terpin.

Mr. Nyberg agreed that the 144-inch structure was large enough to handle the drainage from the immediate watershed for this location, but said overflow from the Tualatin River spilled over into this drainage area and would be backed up causing serious flooding if a relief structure large enough to handle the condition was not constructed.

He was told that a study of the conditions would be made and that he would be informed of our decision.

Terpin and Hall went to the Army Engineer's Office on 82nd Street in Portland and secured charts and supporting data on the flow of the Tualatin River.

Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

✓ FLH/bdr
cc: F. B. Klaboe

2 - 10
~~1-16-69~~

Cooper - Porter

2-10-69

Info

Study shows we need structure same size as we now have.
Report coming

RECEIVED
JAN 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1968

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

Klaboe

See me please

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
NOV 29 1968
DESIGN
DIVISION

Clayton Nyberg, Washington County Commissioner, was in my office the other day and was complaining about the installation of a 6' x 8' pipe in the swale just southerly of Nyberg Road on I-5 in Washington County.

We now have a bridge at this location and he tells me that at this place, we propose to substitute a culvert. He stated that, on occasion, the Tualatin River has overflowed its banks at some point upstream and came down through this overflow channel in substantial volume.

I am not aware of the problem but in view of Mr. Nyberg's complaint, I believe we should give it careful consideration. Please advise me.

Designed for 144" Pipe.

Floods of 1930's taken into account

4' settlement taken into account

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

RECEIVED
FEB 2

Staff

FORM E-80 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

T-205-7(11) 374
7150

Salem, Oregon
February 15, 1966

SUBJECT: Nyberg Interchange
Beaver Dam Bridges
Pacific Highway

Sp

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

In line with the note attached to my previous report to you on the subject matter, I have had our Hydraulics Section review the various alternates.

You suggest the possibility of using two 108-inch pipes instead of the single 120-inch pipe shown in the previous report. Due to the construction difficulties as pointed out in the attached letter from Mr. Barnes, I would recommend that if additional waterway is desired, we install one 144-inch pipe. This will not only give additional waterway over that of the two 108-inch pipes but also a cheaper cost. This can be justified to the Bureau on a cost basis.

F. D. Morgan
Construction Engineer

By D J Barba

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Approved 2-23-66
F B Klaboe
Asst. State Hwy. Engr.

RECEIVED
1
OFFICE OF
STATE HIGHWAY ENGINEER

2-23-66

Salem, Oregon
February 8, 1966

Nyberg Interchange
Beaver Dam Bridges
Pacific Highway
Washington County

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

We have looked into the possibility of two 108-inch multiplate pipes for the drainage structure in lieu of the single 120-inch pipe as proposed. Based on information from a previous investigation (see letter of January 28, 1966), the single 108-inch pipe was found to be adequate to handle the drainage area before the question of settlement came into the problem. A comparison is made of the same drainage area with the following selection of pipes, and the areas shown, are those remaining after the estimated 4-foot settlement:

Size	Area	Cost of Pipe
108-inch	35 Sq. Ft.	$16,500
120-inch	44 Sq. Ft.	18,000
2 x 108-inch	70 Sq. Ft.	33,000
144-inch	74 Sq. Ft.	21,750

Since a settlement problem exists in the area, it is felt that a double installation would not be practical because of the difficulty in obtaining identical settlement rate. A double installation would also mean that extensive channel work would have to be done to accommodate the additional width created by the pipes. If a larger waterway area is desired, the 144-inch multiplate should be considered over the double installation.

W. H. Tebeau
Preliminary Studies Engineer

By

F. L. Barnes
Hydraulics Engineers

FLB:fp

NOTED
W. H. TEBEAU

RECEIVED
FEB 1 - 1966
FOR FILING

FORM 2-30 50M 9-65 SP*6470-734

F-305 7(11) 274
1150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1966

SUBJECT: Nyberg Interchange
Beaver Dam Bridges
Pacific Highway
Washington County

To: Memo to the Files

An analysis was made in the vicinity of Nyberg Crossing (F.A.I.-5 M.P. 11.9) to determine the size of drainage structure that would be required should replacement of the existing structures be considered.

In analyzing the hydrology of the area, it is estimated that the runoff could amount to 400 cfs (50 year basis) for the surrounding area. On this basis a 108" C.M.P. has been selected to replace the existing structures originally designed to function as a farm crossing in addition to drainage. The 400 cfs has a large enough safety factor to include backwater effect from the Tualatin River.

From a field investigation in the vicinity of Nyberg Crossing, it appears that throughout the rainy season there is a minor problem of high water directly east of our structures due to some backwater influence during periodic flood stages on the Tualatin River.

Because of foundation problems which could cause an anticipated 4' settlement on installation, a 120" C.M.P. should be installed in lieu of 108" C.M.P. in order to have an effective waterway after settlement.

W. H. Tebeau
Preliminary Studies Engineer

By F. L. Barnes

F. L. Barnes
Hydraulics Engineer

NOTED
F. B. KLABOE

FLB:rw

1-31-66
Referred to Barbee. Note: Please attempt to justify and install two 108" pipes.
FBK

RECEIVED
JAN 2[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 14, 1966

SUBJECT: Nyberg Interchange
Beaver Dam Bridges
Pacific Highway
Washington County

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

A foundation investigation was made along the probable centerline of the culvert which revealed a relatively uniform profile comprised mostly of "peaty" material to an average depth of 12 feet. An analysis of the soils involved indicated an anticipated settlement of about 4 feet; with this expected settlement, the proposed culvert would have sufficient area for adequate drainage.

With the results of the soils investigation, several methods were studied of installing a 120-inch Multiplate pipe to replace the existing structures south of Nyberg Interchange (Beaver Dam Bridges), the following plan appears to be satisfactory.

A. Erect the 120-inch Multiplate its entire length, at a predetermined elevation.

B. Place a compacted backfill around the culvert through the bridge openings for the entire width of the job to a height that will provide a 10-foot clearance under each structure.

C. Assuming the median is to be used for the detour, complete the detour fill using 1:1 slopes from edge of detour shoulder.

D. Remove the structures, cutting off the piles at the fill top. Both bridges should be removed in the shortest possible time so as to keep the foundation loading as symmetrical about the common centerline as possible.

E. Complete the fill placement, placing an equal volume in each lane each day to minimize differential settlement in the culvert.

The above plan, it is hoped, will induce uniform loading along the culvert. It is noticed that sand drains are not included in the plan and installation of sand drains along the culvert will serve only to expedite the time of settlement. If an unreasonably long construction schedule cannot be avoided, sand drains should be considered.

W. H. Tebeau
Preliminary Studies Engineer

By F. L. Barnes

F. L. Barnes
Hydraulics Engineer

FLB:fp

FORM E-90 50M 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1965

SUBJECT: Settlement of culvert to be
used to replace bridges at
Nyberg Interchange
Pacific Highway
Washington County

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: W. H. Tebeau

I have received and analyzed Dan Gano's report of results obtained from six exploration holes along the planned centerline of the proposed multiplate culvert at Nyberg Interchange. These holes were made as a result of a request which I had from you. My copy of Gano's report is attached which please return when you finish with it. I am also returning herewith the copy of Bill Hill's report about these foundation conditions which you loaned to me.

The explorations described in Gano's report confirm the assumptions we made that the foundation along the proposed centerline of the culvert are quite uniform. A maximum differential settlement of about one foot is expected along the pipe. And the maximum settlement expected after the pipe is placed is about four feet although the calculated settlement is as much as 5.6 feet. A little over five feet is the maximum settlement that was measured at the time of the sand drain project and three out of the four locations measured showed less than 4.5 feet. The settlement due to the proposed short length of fill with an 8-foot diameter pipe in it should be somewhat less.

Installation of additional sand drains along the culvert will serve only to decrease the time during which settlement occurs. The records show that about 90 percent of the settlement due to the existing fills had taken place within 90 days after the fills were completed.

F. W. Yarbrough
Staff Assistant

FWY:ks

cc: G. L. Decker
L. W. Rulien
D. B. Gano

NOTED
12-21-65
W. H. TEBEAU

12

2

3

5

11

10

5

107

15 20

17

15

15

154

26

26

26

21

2 [illegible] 35

56 3.0

246+50
10'-11' depth
w_i 248, w_f 181

p	e
0	7
1250	5.6
2500	4.7
5000	3.9

243+50
125' Lt fr E ℄
6'-7'
w_i 158 w_f 116

p	e
0	3.9
1250	3.1
2500	2.6
5000	2.1

246+50
100' Lt fr E ℄
1½-8'
w_i 257 w_f 153

p	e
0	5.7
1250	3.8
2500	3.6
5000	2.9

Depth	P_i	ΔP_i	P_f	e_i	e_f
0		22×120			
4 WT	320	2700	3000	5.5	
8	480	2600	3100	5.0	3.0
12	640	2500	3100	5.0	3.0
16	800	2400	3200	4.5	

246+00
200' Rt
10-11'
W_i 244 W_f 151

p	e
0	5.7
1750	3.9
2500	3.3
[illegible]	[illegible]

$$\text{Settlement} = \frac{\text{Depth}\,(e_i - e_f)}{1 + e_i}$$

$$= 17\left(\frac{5.0 - 3.0}{1 + 5.0}\right) = 5.6$$

$$14 \times \frac{2}{6} = 4.7$$

Maximum
[illegible]
[illegible]ment

Foundation Treatment
Nyberg Interchange
Interstate 5
Washington County

The replacement of the two existing bridges by a multi-plate culvert with a construction period limited to 3 months will require accelerated drainage of the foundation area if a relatively smooth grade line in the two Interstate Highway lanes is important.

The settlement history of the fills built in 1952-1953 indicates that, with the aid of sand drains, a four month period was required before the rate of settlement slowed appreciably. The partial consolidation of the Beaver Creek area over the past 11 years will have lessened the permeability of the foundation soils to an extent that the consolidation rate under identical loading will have slowed down. How much this rate has lessened cannot be known without a foundation investigation and consolidation tests made on "undisturbed" soil samples. Nor without tests can the supporting capacity of the foundation soils be known to have increased. The period of sampling and testing may be considered 4 weeks and the cost, including supervision, not to exceed $1,000.

Based on existing knowledge of the foundation materials, Mr. F. W. Yarbrough's general analysis is sound. The following is a modification of his letter of November 8, 1965.

Based on the premise that the finished surface of both Interstate Highway lanes are to be built to a smooth longitudinal grade and that the resurfacing required to maintain this grade line is to be held to a minimum at the expense of foundation treatment, the following is respectfully submitted:

1. Place an 18 inch by 272 foot culvert at the flow line of Beaver Creek with culvert symmetrical about the common center line.
2. Place a drainage and working platform of granular material 25 x 270 x 4 feet through the center span of the existing bridges with the top at elevation 114.

3. Provide for a higher load and lesser loading period of the proposed fills under the two traffic lanes than under the proposed detour in the median area:

   A. Without use of sand drains:

      a. Erect a 108 inch x 94 foot multi-plate culvert on the proposed location and a flow line of elevation 113 and close each end to resist a fill.

      b. Place a compacted earth fill through the bridge openings for the entire width of the job to a height that will provide a 10 foot clearance under each bridge.

      c. Complete the detour fill using 1:1 slopes from the top of each end of the culvert.

      d. Remove both bridge, cutting off the piles of the fill top.

      e. Excavate the compacted fill to provide for the installation of the balance of the 108 inch culvert.

      f. Erect the balance of the 108 inch culvert to the outer planned limits at the adjusted flow line and install sloped ends.

      g. Backfill to subgrade elevation with selected, compacted earth and complete the work, keeping the foundation loads as close to equal as possible in each Interstate lane so as to minimize differential settlement through the culvert.

   B. With sand drains:

      a. Place a staggered line of 12 inch sand drains on two lines 12 feet apart, spaced each way from the common center line, to a depth of 25 feet, as follows:

0 - 40 feet each way - 13 feet centers

40 - 75 feet each way - 8 feet centers

75 - 115 feet - 10 feet centers

An estimated cost of $10.00~~0~~ per linear foot of drain is suggested for the 23 drains for an estimated $5,750.

b. Erect a 108 inch x 256 CM multi-plate culvert set at elevation 113, without the sloped ends.

c. Place a compacted backfill around the culvert through the bridge openings for the entire width of the job to a height that will provide a 10 foot clearance under each bridge.

d. Complete the detour fill using 1:1 slopes from the edge of detour shoulder.

e. Remove the bridges, cutting off the piles at the fill top. Both bridges should be removed in the shortest possible time so as to keep the foundation loading as symmetical about the common center line as possible.

f. Complete the fill placement, placing an equal volume in each lane each day to minimize differential settlement in the 108 inch culvert.

WC Hill
W. C. Hill
Foundation Engineer

November 16, 1965

WCH:jf

FORM E-90 50M 9-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

December 15, 1965

SUBJECT: Foundation Investigation
Proposed Multi-Plate Pipe
Installation
Nyberg Interchange
Tigard Interchange-Willamette
River Sec.
Pacific Highway
Washington County

To: Mr. L. W. Rulien
Division Engineer
OFFICE

The subject foundation investigation requested by F. W. Yarbrough, Staff Assistant, has been completed. Hand auger test borings were made at six locations to determine moisture conditions and the depth of weak foundation materials in the foundation area of the proposed multi-plate pipe. Continuous penetration tests were also made. Attached is a plan and profile showing material classifications, penetration test results and moisture conditions.

It should be noted that the original property owner was given an easement for livestock at site of the proposed multi-plate pipe. The easement, which apparently still is effective, was brought to our attention after most of the field work had been completed. The existence of the easement is mentioned with the thought that it could influence the design or use of multi-plate pipe at this location.

Dan Gano

Dan Gano
Geologist

DG:lh

Enc

NOTED
12-21-65
W. H. TEBEAU

TIGARD INTERCHANGE-WILLAMETTE RIVER
NYBERG INTERCHANGE
Pacific Highway
Washington County
SOILS REPORT

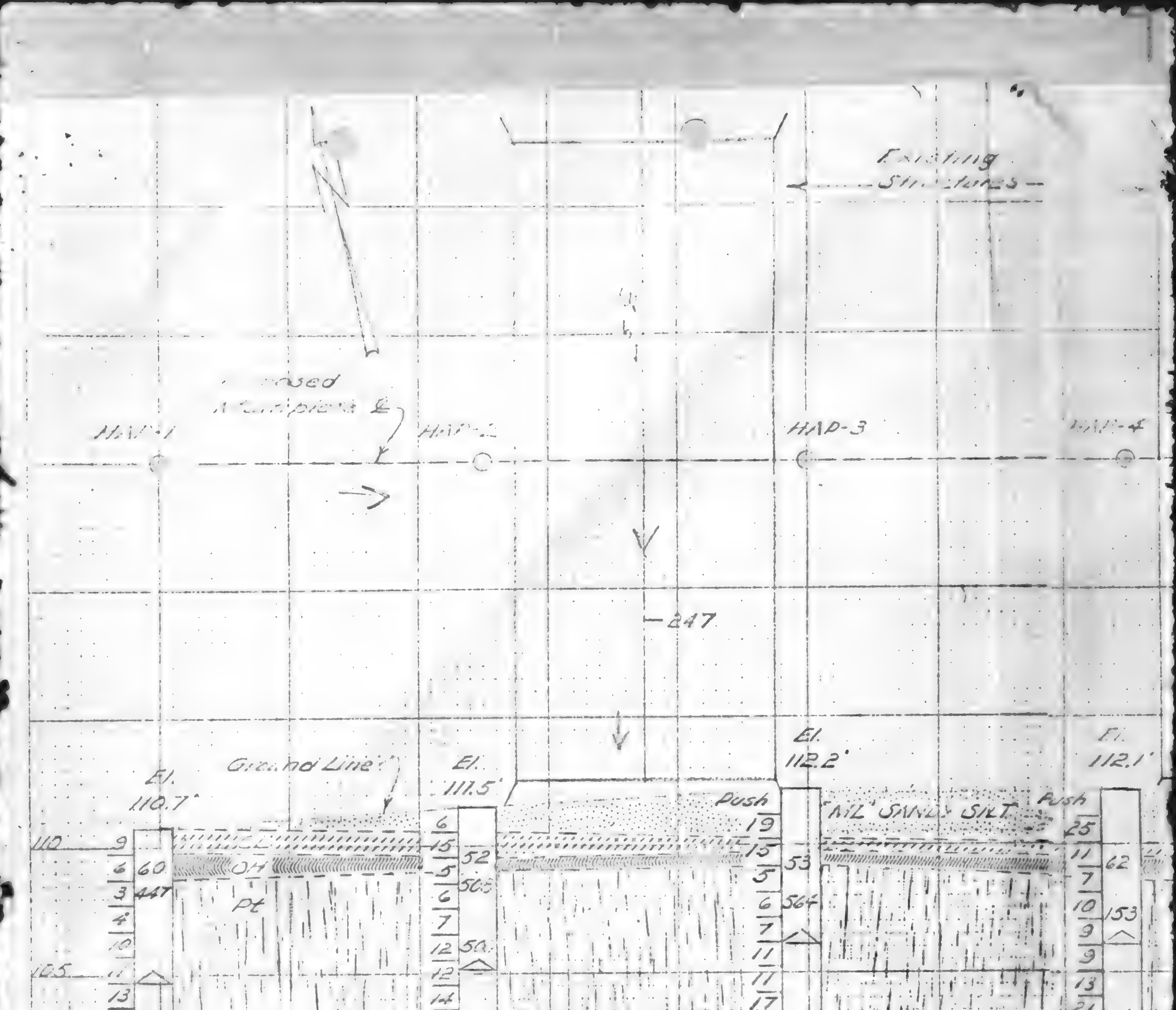
Proposed Multiplate Installation

UNIT 1: This unit is moderately compressible and consists of a light brown, loose SANDY SILT (ML) with a maximum depth of 2 feet, a dark brown SILTY CLAY (CL) with some organic material and a maximum depth of 1 foot, and a brownish-black, tough, highly plastic ORGANIC CLAY with a maximum depth of 1 foot.

UNIT 2: This unit is highly compressible and consists of a coarse fibrous textured, brown colored PEAT above the water table (± 6 ft.) and a dark brown, medium to fine fibrous textured PEAT below the water table. Probe with 1" auger pushed by hand to the bottom of this unit.

UNIT 3: This unit is moderately compressible and is stratified. The material consists of alternate layers (seldom exceeding 6" in depth) of dark soft to sharp SILTY SAND and brownish gray FINE SANDY to CLAYEY SILT, all of which required driving to penetrate and soft, brown ORGANIC SILT easily penetrated by the 1" auger pushed by hand.

UNIT 4: This unit is also stratified but is much less compressible due to the decrease of organic material and increasing SANDS and compact SILTS and some GRAVELLY layers. Probe blow count generally is increasing with depth as shown.


Existing Structures
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HAP-1
HAP-2
HAP-3
HAP-4
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El. 110.7'
El. 111.5'
El. 112.2'
El. 112.1'
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Pt
"ML" SANDY SILT
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Push
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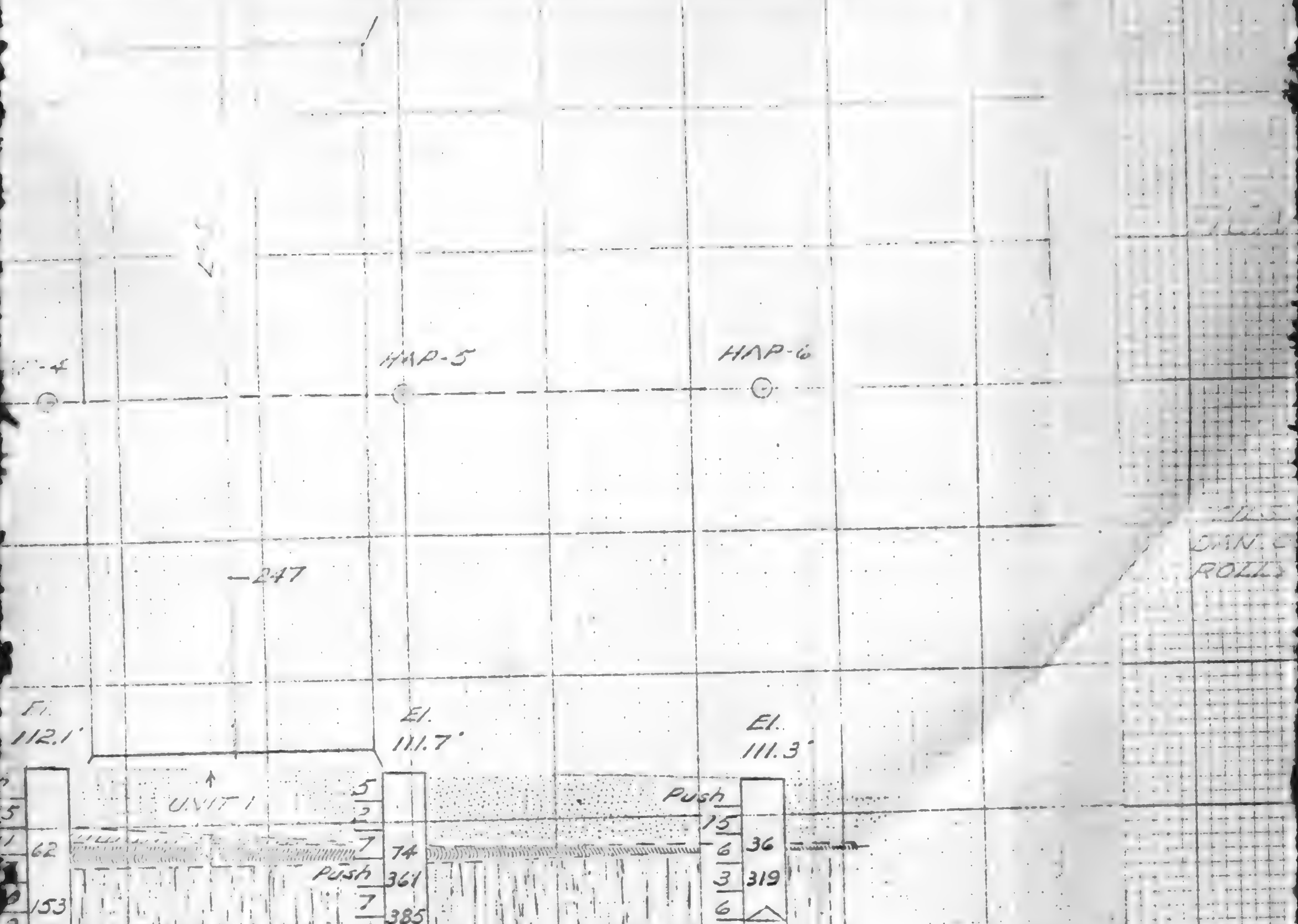
153
104


HAP-5
HAP-6
-247
El. 112.1'
El. 111.7'
El. 111.3'
UNIT 1
UNIT 2
UNIT 3
Push
23.5'
Push
18.2'
REFUSAL GRAVELS
Depth Undetermined
REFUSAL GRAVELS
Depth Undetermined
ROLLS

[illegible] INTERCHANGE [illegible] WILLAMETTE RIVER
PACIFIC HIGHWAY
WASHINGTON COUNTY

NYBERG INTERCHANGE

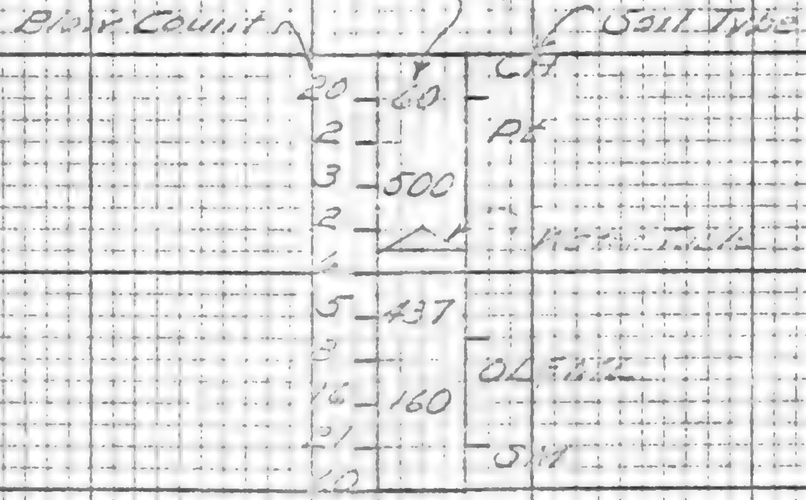
SOILS PROFILE

ON CENTERLINE OF PROPOSED MULTIPLATE

[illegible] SECTION DECEMBER 1965
DIVISION GEOLOGIST
ASST. DIVISION GEOLOGIST

SCALE
PLAN
1" = 20'
PROFILE
HORIZ. 1" = 20'
VERT. 1" = 5'

KEY
H.A.P. = HAND [illegible] PROBE
PROBE POINT - 1" CONE
HAMMER WEIGHT - 20 LBS
DROP - 1.5'


Moisture %
Blow Count
Soil Type
20
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160
CH
PT
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OL-[illegible]
SM

FORM E-20 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1965

SUBJECT: Settlement of culvert to be used to replace bridges at Nyberg interchange

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: W. H. Tebeau

This is in reply to your further inquiry about what may be done to overcome differential settlement along the proposed culvert to replace the Beaver Creek bridges at the Nyberg interchange.

You mentioned that it has been suggested that part of the fill be placed to load the foundation and then trenched after settlement to install the culvert. But placing less than most of the total fill required does not have great effect. As more fill is added the upper foundation is proportionally compressed but, in addition, significant stress is transmitted deeper into the foundation. So, the upper half of the fill causes more than half of the settlement.

As I reconsider our recent discussion about this problem, I suspect that there is among you a mistaken impression about how the proposed culvert located in the center of the present bridge span will settle. There will be practically no settlement at the ends of the culvert and the settlement differential of about 4-feet maximum will occur between the end of the pipe and a point about 2/3 the height inside the shoulder of the fill. The settlement pattern will be the same as if the existing fills were also being placed at this time. The maximum settlement is expected to be about 1/5 less than during the previous grading on account of the consolidation from the existing fills, the long existence of the sand drains, and the displacement of fill weight by the size of the pipe.

I have contacted Armco representative Bill Powell who is going to let you know tomorrow what the limitation is of their multi-plate pipe to withstand differential settlement. In the meantime two or three schemes to limit differential settlement along the pipe are suggested:

1. Lay the section of the pipe which will be under the central part of the fill between the points where the settlement will be fairly uniform under the load and subject only to differences due to varying foundation softness or depth. Lay this section about 2 feet above desired invert and it will settle to probably about 1 foot below desired grade but it could stop at grade or it could settle as much as two feet below grade. We cannot predict the actual settlement more precisely without a substantial drilling and testing program to map the foundation conditions along the pipe. Construct the new grading across a temporary culvert and with surcharge equal to the weight of pavement and half the weight of soil displaced by the pipe. After it has been in place about four months, excavate back to the ends of the pipe and install the remaining required length. Remove the surcharge at this time. Settlement after this time should not be more than about 1/4 foot.

2. Another scheme might be to construct the new grading across a temporary culvert. After about four months install the permanent culvert by tunneling with multi-plate. No surcharge required. Total settlement afterward should be less than a half foot.

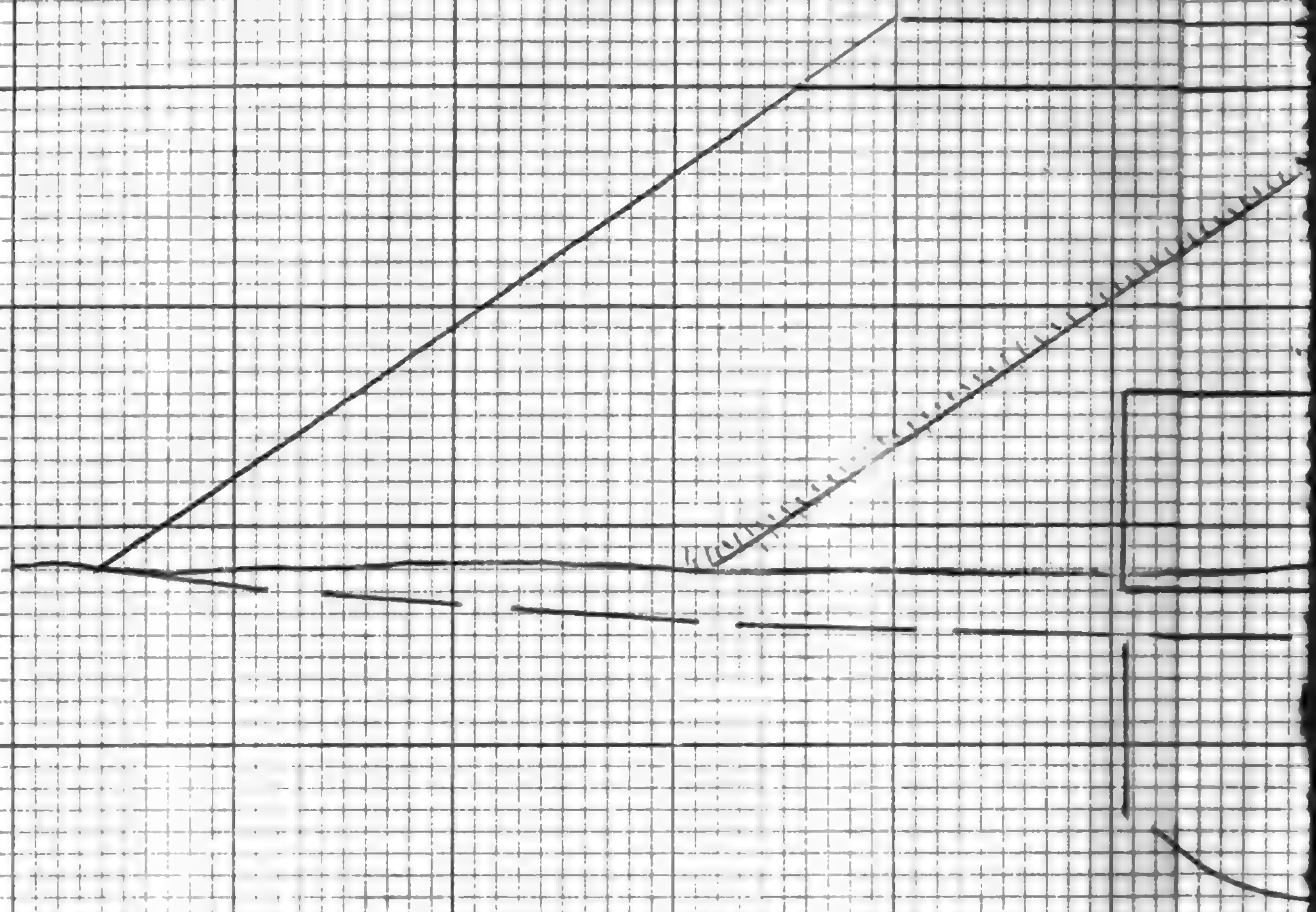
3. Construct the culvert on a pile foundation ahead of the grading.

Detailed cost estimates have not been prepared but the first scheme is probably the most economical. Only about 3500 cubic yards of fill excavation and backfill and the temporary culvert are involved in the extra cost.

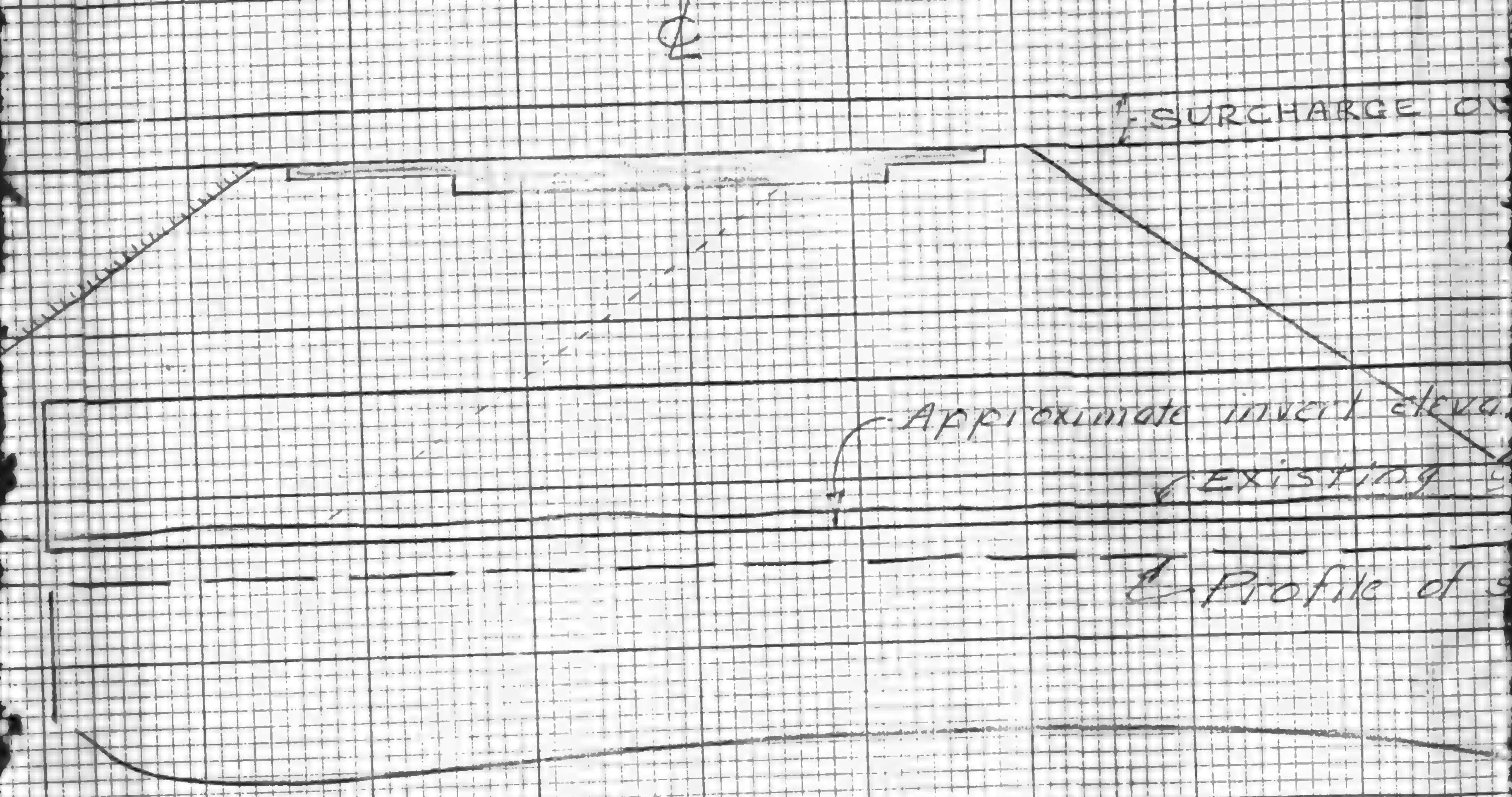
F. W. Yarbrough
F. W. Yarbrough
Staff Assistant

FWY:ks

cc: G. L. Decker



Settlement estimates are based on measuremen
which occurred under existing fills at th
were constructed and adjusted by judgem
due to the existing fills, the long existence
drains, and the displacement of fill weigh
the pipe



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Approximate invert elev
Existing g
℄ Profile of s

Uniform settlement
grading is complet

SUGGESTED CONSTRUCTIO
1. PLACE THS LE
2 LAY THIS SECT
3. CONSTRUCT GRAD
4. AFTER GRADING
ENDS OF PIPE A

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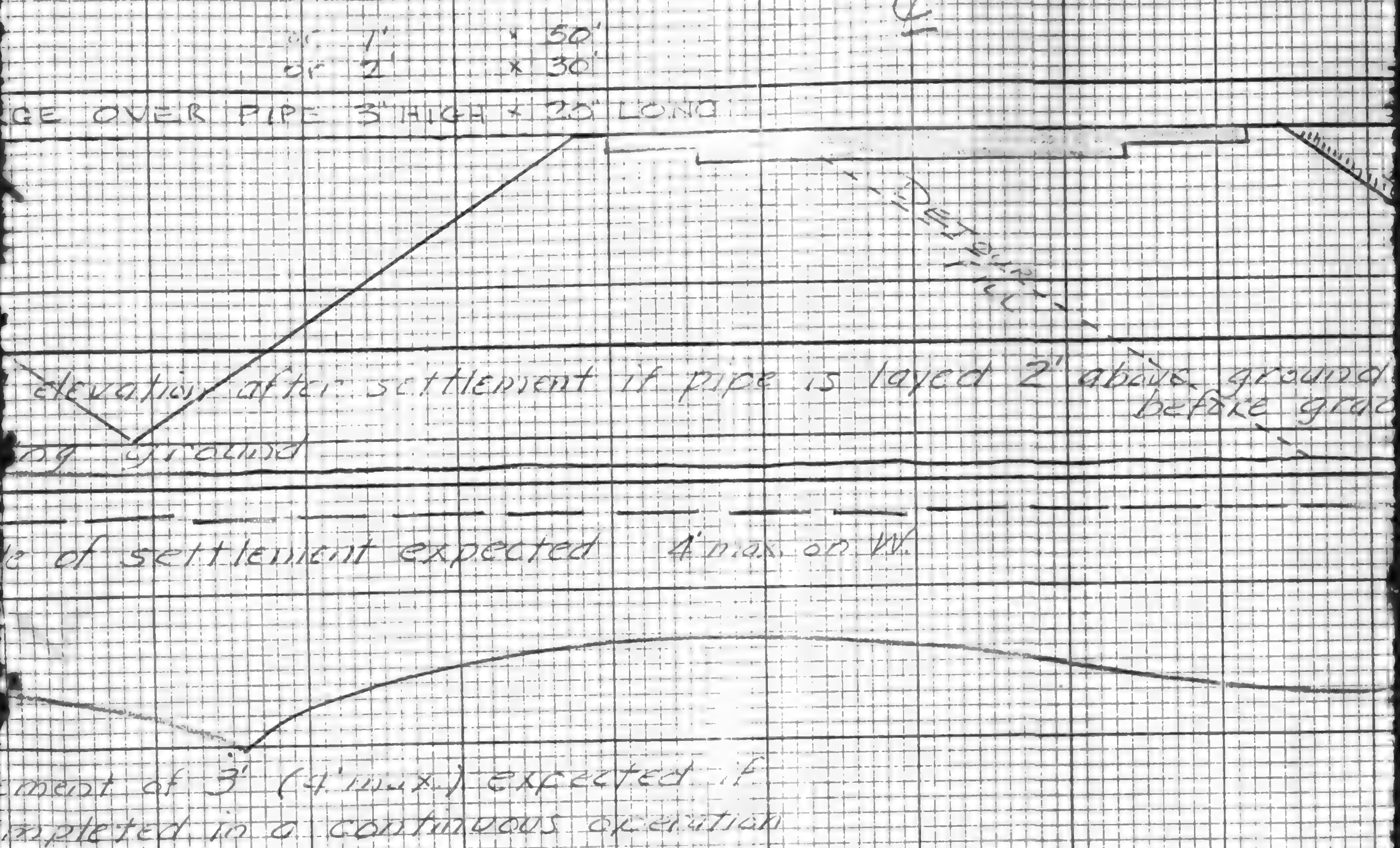
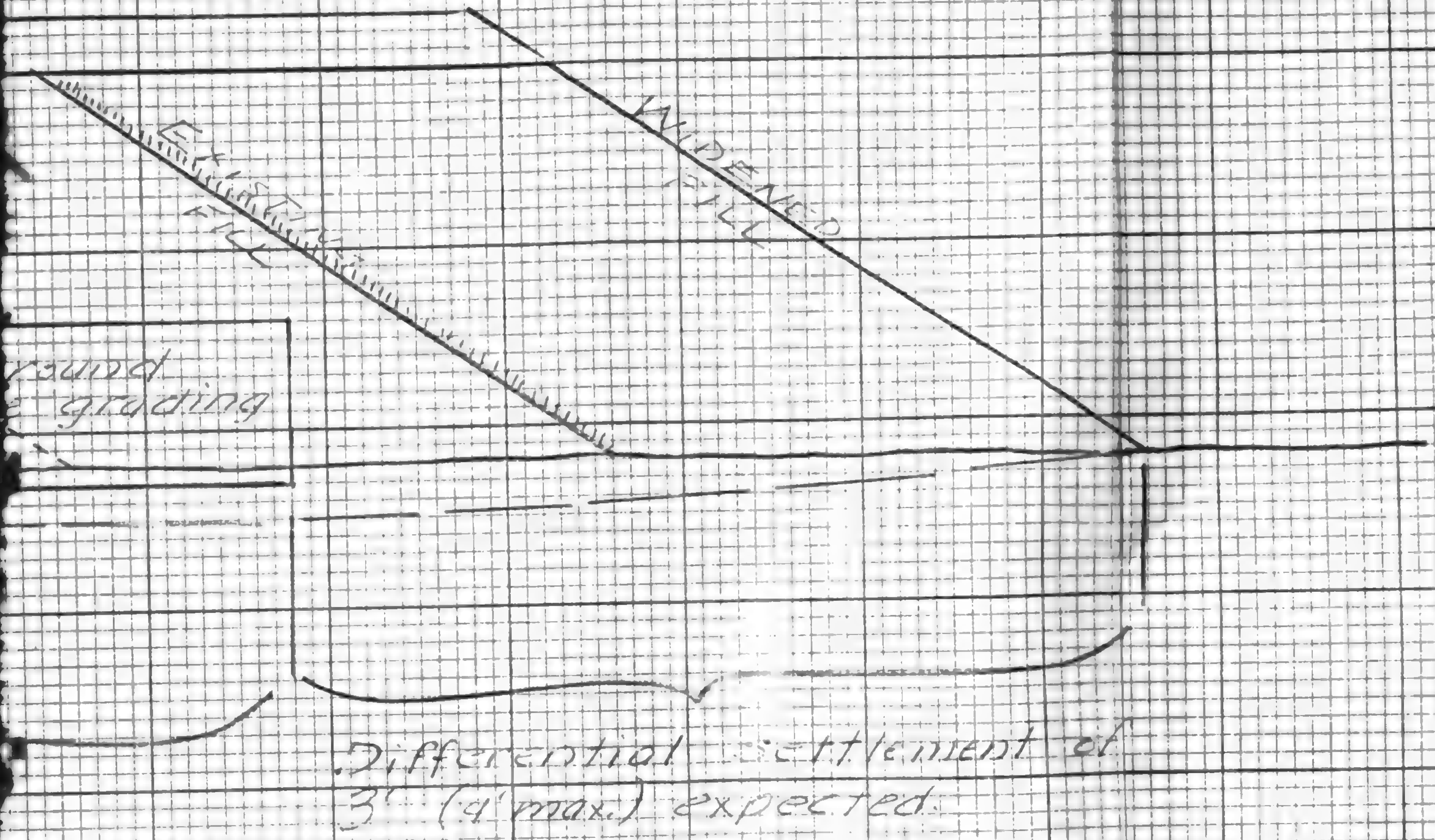

℄
or 1' x 50'
or 2' x 30'
GE OVER PIPE 3' HIGH x 20' LONG
DETOUR FILL
elevation after settlement if pipe is layed 2' above ground
before grad
ing ground
e of settlement expected 4' max on W.
ment of 3' (4' max.) expected if
mpleted in a continuous operation

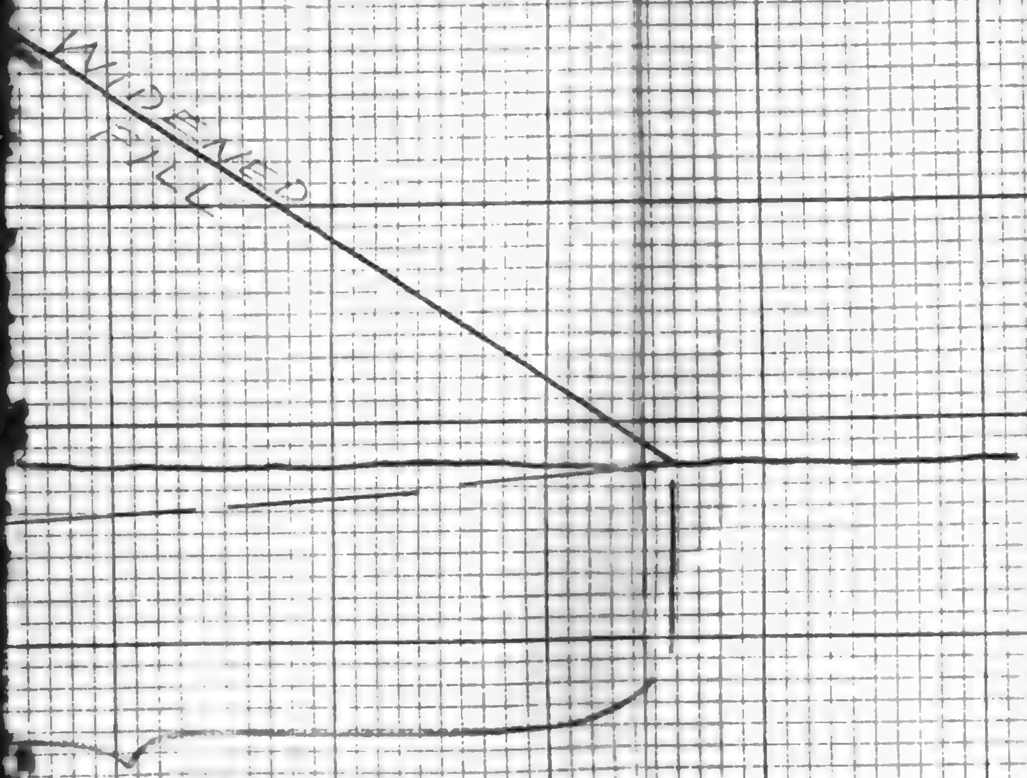
STRUCTION SCHEME:
S LENGTH OF PIPE FIRST
SECTION 2' ABOVE GRADE
GRADING COMPLETE
DING HAS BEEN IN PLACE 4 MONTHS, EXCAVATE TO
PIPE AND EXTEND PIPE TO TOES OF FILL. BACKFILL


WIDENED FILL
EXISTING FILL
round
e grading
Differential settlement of
3' (4' max.) expected

NYBERG INTERCHANGE

CULVERT REPLACEMENT OF BE

CREEK BRIDGES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NYBERG INTERCHANGE

VERT REPLACEMENT OF BEAVER
CREEK BRIDGES

11-8-65

RECEIVED
NOV 13 1968

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 8, 1968

In reply refer to: 08-35.1

I-205-5(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7150

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE
ROHDE

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas County Line Section
Files 32697, Nyberg, and 36137, Howard

Mr. Oakes' letter of October 9 in connection with the subject files outlined chronologically the design actions taken in connection with the Nyberg Interchange and the effect these changes have had upon the acquisition of the subject files.

The acquisition of these files has been the subject of much correspondence extending over several years' time. While there may be reason to doubt the extent of Federal participation, -- on the other hand, as reflected in my memorandum of July 19, 1968, you are again encouraged to proceed in the acquisition of these parcels. The Division's position was also outlined in that memorandum.

Further delay prejudices your position, inasmuch as this has been the issue in all correspondence. In similar cases where funds have been obligated it is to the public interest to acquire at the earliest possilbe date those parcels subject to appreciation. This fact has been recognized and invited to your attention on numerous occasions.

While it is recognized that delay may be attributed to design changes, there has been hesitancy to acquire the subject property. The extent of Federal participation - as mentioned previously - will be determined upon the facts of the case at the time reimbursement is claimed.

11-13-68

REFERRED TO
Barber - Please
BY ASST. STATE HWY. ENGR.
Expedite this acquisition.
J

RECEIVED
NOV 12 1968
OFFICE
STATE [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 12 1968

UNITED STATES GOVERNMENT

Memorandum

I-205-7(4)-24
2150

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: September 10, 1968
In reply refer to: 08-35.7

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction-Clackamas County Line Section
File 36137, Howard

Assistant Right of Way Engineer John R. Oakes' letter of September 6, 1968 provided information from Fee Appraiser Trowbridge which provides adequate answers to the questions raised in the first two paragraphs of our August 8, 1968 letter.

However, your request that this file be placed in a participating status cannot be approved, pending satisfactory answers to our letter of July 19, 1968. At that time we encouraged you to proceed to acquire Files 36137 and 32697 on the basis of the latest approved design documenting your files so that we could review them and make a determination as to the extent of Federal participation.

Orig. to Moehring 9-11-68

Young 9-12-68

NOTED
F. B. KLABOE

RECEIVED
SEP 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 3 - 1968

FOR FILING

I-205-1(11)274

7150

2464

September 3, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Nyberg Road, North Tigard Interchange-Hubbard
Interchange Section, Pacific Highway
Washington County

This is in answer to your letter of August 20 regarding justification of the structure width on the Nyberg Interchange.

Enclosed is the revised standard sheet. You will note on the traffic diagram that there is a projected count of 16,400 ADT west of the freeway and only 3,600 ADT east of the freeway. Well over half the traffic crossing the structure eastbound makes the left turn and heads north towards Portland. It is our opinion that four laning is not required east of the freeway; hence we do not feel a left-turn refuge is necessary as the center lane can be utilized for this and dropped to the east. It is still our recommendation that the structure be 72 feet wide. We do not intend to put 12-foot shoulders on the crossroad so we do not feel the 2-foot setback on the structure shoulders is warranted.

As to the discrepancy in traffic projections, we offer the following:

"The initial 1988 traffic assignment of 5,600 on the Nyberg Road structure over Interstate 5 was developed on April 18, 1967, utilizing the 1980 projected trip data from the Portland-Vancouver Metropolitan Area Transportation Study.

"Subsequently, the PVMTS has updated the forecasted trip data to the year 1990. The traffic zone for the Tualatin area reflected an increase of 50 percent for the 10-year period from 1980 to 1990. As a result of utilizing the 1990 trip forecasts, the traffic assignment on Nyberg Road structure was revised on May 23, 1968, to 10,000 ADT for 1988.

"Taken into consideration in the 10,000 ADT forecast are the plans of B. P. Johns Furniture Corporation and Helvin Company to establish industrial developments at Tualatin. These plans were unknown when the 5,600 ADT was assigned.

"Washington County Planners along with the Mayor of Tualatin were contacted. They indicated that they believe future growth in the area served by the Nyberg Road structure is inevitable and that 10,000 ADT for 1988 could very likely be conservative."

As traffic increases on Nyberg Road, the County will have to improve it to the eventual four-lane section we are proposing. Our request for this four-lane section should stand on the traffic projection alone, without the need for any definite commitment from the County.

It is requested that you approve the accompanying standard sheet by initialing the latest revision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure (5-N-20)

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe - FBK 2464
F. D. Morgan
Ivan Merchant
L. H. Young
L. W. Rulien

DNS:jp srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 20, 1968

In reply refer to: 08-35-DA

Routing

Morgan
Decker
Bond
Barben
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1968
CONSTRUCTION DIVISION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(16)260
Tualatin River-Wilsonville Interchange Section
Crossroad Structures

Mr. Morgan's letter dated August 16 requested our concurrence in the proposed structure widths as follows:

Nyberg Road	-	72' C to C
Norwood Road	-	40' C to C
Stafford Road	-	48' C to C
Boeckman Road	-	40' C to C

Based on current design standards for structures this office will concur in the proposed 40' C to C widths for Norwood and Boeckman Roads. We also agree that a 48' structure is warranted for Stafford Road due to the proposed truck staging station planned for this area. Our major concern is your proposal for Nyberg Road Interchange. Your letter indicates that the 1988 traffic for this crossroad is 10,000 ADT. Mr. Edwards' letter dated April 21, 1967 indicated that recent traffic counts had been made on this crossroad and that a 1988 traffic projection based on those counts was 5600 ADT. We would appreciate knowing the factors which indicate that such an increase in traffic predictions is justified.

Assuming that the traffic figures are supportable we are concerned about the proposed width of Nyberg Road Structure. It is our belief that there will be a considerable number of left turns made at the ramp terminals of the interchange; therefore, we believe that our structure width should have a 16' left turn refuge provided. The structure width should then provide for two or four 12' traffic lanes, full shoulders plus 2' shy distance for guardrail, 16' median to provide for left turning traffic. The approval of a structure of this width would of course be dependent upon a firm commitment that the approach road (FAS-120) on each side would be improved to a commensurate standard.

[illegible] Young

8-27-68

REFERRED TO
Morgan
By Asst State Hwy. Engr

R/Ours 14k

RECEIVED
AUG 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED AUG [illegible] 1968

UNITED STATES GOVERNMENT

Memorandum

I-205-4(11)

7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 8, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas County Line
File 36137, Howard

We have reviewed the appraisals of Ralph Walstrom and Carl Trowbridge which are the basis of the State's review appraisal of $14,630 dated July 17, 1968. The review appraisal is based upon Mr. Trowbridge's appraisal of $14,600. It is not clear whether or not the Trowbridge appraisal is on the basis that access to this parcel is presently restricted to residential and farm usage. As indicated in our letters of February 3, 1967 and November 18, 1963, Federal participation in any future settlement would be based upon the property being appraised based upon the present residential and farm access restrictions. Therefore, it is required that as a basis for Federal participation the Trowbridge appraisal be placed upon the proper access assumptions.

It is also noted that the Trowbridge appraisal includes sales sheets which have been signed by Ralph W. Younger. Furthermore, the Affidavit of Appraiser which has been signed by Mr. Trowbridge is not complete as it deletes the date that the property was inspected and leads to some question as to whether or not he has knowledge of and has personally verified the sales of the other properties used in reaching his estimate of value.

Our letter of July 19, 1968 encouraged you to proceed to acquire the property on the basis of the latest approved design documenting the files so that we could review them and make a determination as to the extent of Federal participation in this parcel as well as parcel 32697 which is the adjoining property. Therefore, Federal participation in any settlement is withheld pending submission of additional information requested in my July 19 letter as well as the data requested in this letter.

orig to Moelwring 8-14-68

copy to Young 8-15-68

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 6 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 19, 1968

In reply refer to: 08-35.1

Klaboe

[illegible]

2150

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

12-21

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction-Clackamas County Line Section
File 32697 - Clayton Nyberg and File 36137 - Z.W. Howard

Mr. Klaboe's letter of December 21, 1967 outlined the reasons for the delay in obtaining the subject parcels and requested our concurrence and participation in the usual manner on the basis of the most recent appraisal. It is recognized that changes in design were restraining influences in determining the extent of the takings. The need for the right of way has been apparent since 1965. Increase in values has been largely the result of the highway improvement with further enhancement expected as a result of improvements proposed or now under way.

Your apparent delay in action cannot be entirely attributed to adjustments in design; consequently, it is not considered in the best interest to defer action which will prejudice the Federal Government position. Consequently, you are encouraged to proceed on the basis of the latest approved design documenting the files so that they may be reviewed and a determination made of the extent of Federal participation. Increased costs will not be considered which may be attributed to inaction separately from design changes.

7-26-68

REFERRED TO
Young - Mocking - Morgan
BY ASST STATE HWY. ENGR.

Please get going and get this

RECEIVED
JUL 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FW-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

7150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: February 12, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Nyberg Road Interchange
Files 32697, Nyberg, and 36137, Howard

Assistant State Highway Engineer F. B. Klaboe's letter of January 31, 1968, supplied additional information in justification for the State to have Fee Appraiser Trowbridge bring his appraisal of the Nyberg parcel into conformity with the present description and to purchase an additional fee appraisal. The letter also provides justification for the State to employ the same fee appraisers for the Howard file as the State will employ to appraise the Nyberg file. Based upon the information provided in Mr. Klaboe's letter, Federal funds will participate in the additional cost of the appraisals. Such approval is with the understanding that the design is complete and that immediate action will be taken to secure the appraisals and consummate negotiations. If negotiations are unsuccessful, condemnation action should be filed.

We have not yet completed our review of the data you sent us in an effort to justify full Federal participation in the costs of the acquisitions from the Nyberg and Howard files. As soon as we are able to complete our review, we will advise you as to the extent that Federal funds will participate in the actual cost of acquisition.

NOTED
F. B. KLABOE

2-14-68

REFERRED TO
Young - [illegible] - Morgan
Asst. State Hwy. Engr.
Please expedite acquisition.

RECEIVED
FEB 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1968

FOR FILM

I-205-2(11)394
2150

January 31, 1968

.4p
3094
2164

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: File No. 32697 - Nyberg, File No. 36137 - Howard, Nyberg Road Interchange

This will reply to your January 24 letter requesting additional information on the Nyberg and Howard files.

The Nyberg property was originally appraised by Mr. Castricano and Mr. Meyer in 1961. Following a revision of the description, Mr. Castricano revised his appraisal in April of 1965. Based upon the revised description in 1965, Mr. Henry made an appraisal in March of 1965.

In 1962, the matter of excess land created by a revised interchange design was contemplated. Mr. Draper was asked to make an appraisal of the excess lands which would be created because of the revised interchange plan.

Since 1965, the file has been revised, and the most recent appraisals in our possession were made by Mr. Meyer in January of 1967 and Mr. Trowbridge in February of 1967. At the present time, we have a new description and are in need of having appraisals made on the new description. A great deal of discussion has been carried on with Mr. Meyer concerning his appraisal. It is the opinion of the Appraisal Supervisor that little, if any, credence can be given to his 1967 product, and we therefore do not desire to ask him to update his work. We have discussed the possibility of having Mr. Draper do an appraisal of the taking, but he has advised us that he is otherwise involved and any work he might do for us could possibly be construed as a conflict of interest.

On the Howard file, we originally had an appraisal by Mr. Castricano in October of 1963. Because of a revision in the description, his appraisal was revised in April of 1965. An additional revision occurred, and he again revised his appraisal in May of 1965. Mr. Edwards made an appraisal in March of 1965, and his work was revised on the last day of April in 1965.

In reviewing the appraisers that we have used on these properties, Mr. Henry is now the Assistant Supervisor at Milwaukie and is no longer actively engaged in appraising; Mr. Castricano is the District Appraiser in the Metropolitan Division and, likewise, is no longer appraising; Mr. Edwards has been transferred to another district and is not available for an appraisal; Mr. Draper has made himself unavailable to appraise on this interchange for us; and we do not care to proceed further with Mr. Meyers' work on these properties.

We have no appraisal background on the descriptions presently in our possession for either Nyberg or Howard. The following action is required to develop essential appraisal background:

Nyberg - 32697

Authorize us to have Mr. Trowbridge bring his appraisal in conformity to the present description and to purchase an additional fee appraisal.

Howard - 36137

Authorize us to employ the same fee appraisers for this file that are employed to appraise Nyberg.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
L. H. Young
D. H. Moehring

DHM:jp srb

Form FR-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

Klaboe
c Moehring 1-26-68

DATE: January 24, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Nyberg Road Interchange
File 32697, Nyberg; File 361~~9~~7, Howard

36137

RECEIVED
JAN 26 1968
LEGAL & RIGHT OF WAY

Assistant State Highway Engineer F. B. Klaboe's letter of December 21, 1967 requests our concurrence and participation in the additional right of way costs on the above-mentioned right of way files.

In addition, a request was made for our approval and participation in the cost of securing an additional fee appraisal. Inasmuch as the State has already used six appraisers on this file, we request additional information as to the reasons and needs for securing another appraisal. This information was not contained in Mr. Klaboe's letter or in Right of Way Engineer Moehring's letter of November 16, 1967.

This requested information will assist us in reaching a final determination as to the extent of Federal participation in the right of way costs on these parcels.

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I 205-7 11) 271
7150

2074

December 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: 08-35.7, Oregon Project I-5-5(23)286
File No. 32697 - Nyberg, File No. 36137 - Howard
Nyberg Road Interchange, Tigard Junction -
Clackamas County Line Section, Pacific Highway
Washington County

Your letter of November 27 in regard to our apparent lack of action on the above files has been referred to our Construction Division for review and comment.

I am advised that as each change in design has been approved by your people, the design has been reworked and right-of-way revised to fit the new pattern. Since your letter of July 30, 1965, requesting action on these files, we have had approval of six laning on this entire section (previous approval had been for the immediate interchange only--not for the remainder of the distance through these files). Most recently, we have received approval for complete reconstruction of the structures over the freeway between the Tualatin River and the Willamette River. These changes have been desirable and necessary revisions to the original design more than justify any increase in property values which may have occurred in the interim. Our Construction Division people presume that as changes in design standards and policy evolve, the necessary preliminary engineering, appraisals, et cetera, are desired by all concerned so that the final design will be kept current.

It would appear that if in 1965 the Highway Department had acquired by negotiation or condemnation the right-of-way needed for the design, as of that date there would have been a definite final description of the right-of-way line. Had this occurred, there would undoubtedly be new improvements utilizing all of the land outside the right-of-way area. This would mean that if today we were to follow the most recent design for the interchange and Nyberg Road, we would of necessity have to acquire additional right-of-way and would probably be buying and damaging new improvements. It is hard to call this judgment but, as a matter of hindsight, it would appear that the Highway Department and the Bureau of Public Roads are better off because of these delays.

A memorandum has been placed on the Nyberg right-of-way file which dates all of the revisions, the receipt of appraisals and reviews. Not on the file are the weeks and sometimes months that pass by while there are design refinements under consideration which would require further description revisions. The file also does not reveal the weeks that lapse while efforts are being made to resolve appraisal problems.

Of particular interest is a statement in the Bureau of Public Roads' Memorandum dated November 27, 1967, stating, "Inasmuch as the State has been advised of the increasing right-of-way costs in this area ...". The State is not aware of increasing costs and development during the past two or three years in the area of the Nyberg property. In 1963, Mr. Castricano had a high value of $4,750 per acre; in 1965, he had a high value of $8,000 per acre. In 1967, Mr. Trowbridge had a high value of $7,500.

Your concurrence and participation in the usual manner on this file and on the most recently requested appraisal work is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 2094)
F. D. Morgan
L. H. Young
D. H. Moehring

ADO:DHM:jp srb

RECEIVED

Form FH-18F (4-67)

UNITED STATES GOVERNMENT

Memorandum

Klaboe
Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE - Salem OR 97301

DATE: November 27, 1967

In reply refer to: 08-35.7

I-5-5(23) [illegible]

7150

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction to Clackamas County Line
File 32697 - Nyberg, File 36137 - Howard

Right of Way Engineer D. H. Moehring's letter of November 16, 1967 requests Federal participation in the costs of securing additional appraisals on the Nyberg and Howard files. His letter outlines the reasons as to why condemnation has not been filed on the properties in question. The letter indicates the descriptions have been revised seven times and that there is only a preliminary construction plan of the proposed interchange. His letter indicates that a jury in a condemnation trial would consider damages under the worst possible conditions due to the lack of a final construction plan.

Our records indicate that this office approved the interchange plan to accommodate six-laning on January 20, 1964. Our records indicate that on several occasions you were advised of the rising land values along various interchanges on this project. On July 30, 1965 we wrote you on the Nyberg and Howard files and requested action to file a condemnation action in order to prevent an unnecessary expenditure of Federal and State funds. It is our understanding that such action has not been undertaken.

Inasmuch as the State has been advised of the increasing right of way costs in this area, and action was not taken to complete the design, we will participate in any settlement that does not substantially exceed the review appraisal of $16,005 dated September 16, 1965. Inasmuch as the State has already used six appraisers on this file, additional appraisals should be secured with State funds.

NOTED
F. B. KLABOE

orig to Morgan
copies to Moehring
Young
11-29-67

RECEIVED
NOV 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-122X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HULL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 20 1967

I-205-1(11)
7150

November 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

08-35.7
Oregon Project I-5-5[23]286
File No. 36137 - Howard
File No. 32697 - Nyberg
Tigard Junction - Clackamas
County Line Section

Dear Sir:

This will reply to your September 28, 1967, letter regarding the status of negotiations at Nyberg Interchange. Your letter is critical of our handling of this file, and you state that we have been remiss in not filing a condemnation action, as the area is one of escalating value.

Upon reviewing the file, I find that descriptions were first received in February of 1961. Since that date, the descriptions have been revised seven times to accommodate changes in design. During this same period, letters of offer have been transmitted to the owners on two occasions. Each time a description revision has been received has meant a revision in the appraisal background. The last revision was received on November 2 of this year, and we are again confronted with the problem of securing revised appraisals.

Had we pursued the original negotiation to a condemnation filing we would, in the normal course of events, now have been in and out of court five additional times and at the present time would be readying ourselves for yet another court appearance. I fully realize that the matter of attorney fees is of no concern to you, as you do not participate therein; however, attorney fees are a real problem to us, as we must pay

NOTED
R. L. PORTER

RECEIVED
NOV 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

them each time the jury awards a grantor more money than we have offered. This fact together with the public criticism of condemning an individual six or seven times is certainly not in our best interest, nor yours.

Another feature which I feel I should mention is the matter of pursuing the case in condemnation without the benefit of either completed construction or, at best, final construction plans. In the Myberg Interchange area we still do not have a final construction plan, but rather only a preliminary plan. Since this is the case at present, you may be assured that the same is true at the time of each of the past description revisions in this area.

We would have been confronted with the trial of each of the lawsuits on something less than a final construction plan. This would mean that the jury would have been instructed to consider damages in the worst possible condition, as we would not have been able to refute such an acquisition with a final construction plan. Our experience has been that we are better off to try a single lawsuit against a particular owner rather than to go back on several occasions and acquire an additional small strip each time.

The appraisal background just prior to our most recent revision is such that we would like to employ an appraiser to replace the appraisal we presently have from Mr. Meyer. Your concurrence and participation in this additional appraisal as well as the revision of Mr. Trowbridge's work is requested.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

REC[illegible]
OCT [illegible] 1967

Memorandum

KLABO
MOEHRING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 28, 1967

In reply refer to: 08-35.7

I-305: [illegible]
7130

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R.W. Parsons
R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas County Line Section
Parcel 36,137 - Howard and Parcel 32,697 - Nyberg

At the present time you have two appraisals covering the acquisition of parcel 32,697 in the amount of $32,000 and $68,400 with a review appraisal of $32,000. This represents a 100 percent increase over the Review Appraiser's figure of $16,005 dated September 16, 1965. This increase appears due almost completely to the continuing rise of land values in the area of the Nyberg Road Interchange.

Our records indicate that we wrote you on July 30, 1965 and brought to your attention the continuing rise of land values and recommended that action be taken to file condemnation on parcels 36,137 and 32,697. At this time, the revised interchange plan had been approved by this office. Right of Way Engineer Moehring's letter of August 11, 1965 led us to believe that a letter of offer would be sent to the property owners. We quite naturally assumed that action would be taken to file condemnation action. The failure to take such action was again brought to your attention by our letter dated February 3, 1967 at which time we requested full information as to the reasons why condemnation had not been undertaken in order to prevent the paying of a higher price for the subject properties.

Full justification for the delays and the resulting increases in cost must be submitted to this office before we will consider participating in any settlement to acquire the subject parcels. Federal reimbursement should not be claimed until such time as this question is resolved.

Orig. to Moehring 10-2-67

10-3-67
REFERRED TO
Morgan att Barber
By Asst. State Hwy. Engr.
Young

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

Salem, Oregon 97310
May 16, 1967

Tigard-Hubbard
SP
522

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

[illegible]
Plw
Pac. Hwy &
SP
Tig-Hubbard

We recently received a copy of a letter from G. M. Williams to B. H. French concerning the complete replacement of the following structures on I-5:

Nyberg Road Interchange
Sagert Road Undercrossing
Norwood Road Undercrossing
Stafford Road Interchange
Boeckman Road Undercrossing

It is our decision that these five structures will be completely removed and modern, adequate, new ones constructed in their place.

I am informed by Mr. Young that approximately $125,000 will be owing to the Bureau for their original investment in the structures. Mr. Young will handle the programming of this $125,000 matter on a non-reimbursement basis.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
E. H. Young
Ivan Merchant

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

GOVERNMENT
indum

Cooper, State Highway Engineer
n

DATE: May 12, 1967

In reply refer to: 08-35-EC

Edwards ✓
cc Klaboe 5-15

FROM : AP T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-5-5(16)260
Tualatin River - Hubbard Interchange Section
Reconstruction or Modification of Five Structures

Mr. Edwards' January 11, 1967 letter requested approval to remove and replace five structures, Boekman, Stafford, Norwood, Sagert and Nyberg. Additional supporting information was furnished in a letter dated April 27, 1967.

I handed you a copy of Mr. G. M. Williams' May 8, 1967 memorandum to Mr. B. M. French on this subject yesterday. An additional copy is being furnished herewith. On the basis of this memorandum your request is approved subject to a further determination of details on the work and the application of credits for FAI funds in accordance with normal procedures.

Enclosure

5-16-67

NOTED
TOM EDWARDS

Copy to Mr. Williams 5-16-67

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TO 08-00 : Mr. B. M. French, Regional Federal
Highway Administrator
Portland, Oregon

DATE: MAY 8 1967

In reply refer to:

FROM 32-01 : C. M. Williams, Director
Office of Engineering and Operations
Washington, D. C.

SUBJECT: Oregon I-5

In recent months Mr. Forrest Cooper, State Highway Engineer for the Oregon Highway Commission, has discussed with me the extent of work that the State desires to undertake in connection with the development of I-5 to provide six lanes on the section between the Hubbard Interchange and the Tigard Interchange. Based on information made available to the Washington Office and field and State recommendations, approval for the six lane development was given by my memorandum to you dated, June 14, 1966.

Mr. Cooper has requested that Public Roads advise the State as to the extent of Federal-aid participation that can be approved for additional work the State desires to undertake while it undertakes the work necessary to provide an additional lane on each directional roadway to achieve a six lane divided highway. The specific items presented to me by Mr. Cooper are for the replacement of the following structures that carry crossroads over I-5. (Locations are shown on the strip map dated March 1966 that was an attachment to the State's April 4, 1966, letter to Public Roads Division Engineer, Oregon).

Nyberg Road Interchange.
Sagert Road Undercrossing.
Norwood Road Undercrossing.
Stafford Road Interchange.
Boekman Road Undercrossing.

NOTED
F. B. KLABOE

Our review of these specific items has required consideration of the many projects that have been undertaken on this section of I-5, their financing as either BFI projects and later reimbursement with I funds made available under the 1956 Act or initially financed as directly reimbursible with Federal-aid funds. A chart showing these projects and finance provisions was furnished me by the State by letter dated April 14, 1967, and it is known that the same charts have been provided the Division and the Regional Offices.

We have also considered the design aspects of the situation at each of the five structures as the conditions will be when the main lanes of I-5 are increased to three in each direction. We find that the five existing

- more -

[illegible]
5-12-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

structures can accommodate two three-lane roadways with reasonably safe horizontal and vertical clearances provided guardrails are introduced. We also find that the situation would be much improved as measured by criteria of clearances and appearance as are being advocated and stressed by Public Roads and others, and accordingly find that it is proper to encourage the State to undertake the replacement work it proposes and to provide Federal-aid participation to the extent possible.

In talks with Mr. Cooper I have advised him that Interstate funds are not available for participation in costs of reconstruction of work constructed with FAI participation, but that other classes of Federal-aid funds, i.e. primary, secondary, or urban as appropriate, are available for participation in costs of reconstruction of work constructed with FAI participation.

There are a number of projects that have been financed in part with FAI funds as shown on the referred to chart submitted by the State, and it will be necessary to compute appropriate credits for the amounts of FAI fund payments that have been made for the constructed work of the five structures and crossroads that are to be replaced under the States proposal.

If the State elects to replace the previously constructed five structures and crossroads as Federal-aid project work, the Division Engineer may approve acceptable designs therefor, with the amounts of FAI and of other Federal-aid fund participation to be computed in accordance with the procedures outlined on the attachment to this memorandum.

A similar procedure is to be followed for computing the amounts of FAI and other Federal-aid fund participation in the costs for the replacement of the four-lane deck slab on the Willamette River Bridge. Credit is to be taken into account for FAI funds paid for the construction of the initial deck slab to determine the amount of FAI funds and FAP funds that may be paid for the replacement slab for four lanes. There may be FAI participation at current rates in the costs of the work to construct the two additional lanes the same as is permissible for construction of these additional lanes on the portions of this section of I-5 where the additional lanes are placed adjacent to previously constructed lanes that remain in place.

It is found proper in this situation that the preliminary engineering and the construction engineering costs for all work undertaken to provide a six-lane highway and to replace previously constructed work received FAI fund participation at the current rate.

Further details of determination of work and the amounts of participation are necessarily assigned to the State and the field. We will work with you on any questions you or the State may find need our review.

The Division Engineer's copy of this memorandum and a separate copy for Mr. Cooper are being routed through you. We have no objection to your furnishing the copy to Mr. Cooper if that is satisfactory with your procedures.

Enclosures

Attachment - [illegible]
memo to BM [illegible]
Oregon I-5.

Example of procedure for computing FAI and other Federal-aid fund participation in costs of replacement of previously constructed work for which there has been FAI payment.

Dollar Amount.		Description
Symbol.	Sum.	
A	$1,000,000.±	Amount total cost of eligible items of work of replacement structure and crossroad adjustment.
P.A	$920,000 ±	Amount of FAI participation in Cost A if credit for amount of FAI fund participation in previous work not taken into account. (P = Current participating rate for FAI funds.)
C	$400,000 ±	Amount of previously paid FAI fund participation in existing structure and crossroad. (Derive from records project payments.)
P.A - C	$520,000 ±	Amount of FAI fund participation there may be in Cost A after taking into account Credit C, FAI payment previously made.
A-[P.A-C]-SM	$435,000 ±	Amount of Cost A in which there may be Federal-aid F, S or U participation at current participating rate for such classes of funds. (SM = Amount of State funds to match FAI funds, [P.A-C]

5/2/57

S GOVERNMENT
andum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

t Cooper, State Highway Engineer
gon

DATE: September 19, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-5-5(16)260 and I-5-5(33)284
North Tigard - Hubbard Interchange Section

Mr. Young's August 2, 1966 letter requested approval for Interstate participation in the cost of field survey work under Project I-5-5 (16)260 involving six-laning of the portion of the subject project between the Hubbard and North Tigard Interchanges. The project as programed described the preliminary engineering as primarily involving an overlay of the existing four-lane pavement.

Normally we do not construe that the program description of the character of the proposed work necessarily ties down the cross section for the preliminary plans, surveys and investigation phase of preliminary engineering. Of course, if alternatives are being considered which involve substantial additional work over that originally contemplated, appropriate actions should be initiated by your Department. Or if work which clearly is not eligible for Interstate financing such as new crossroads and interchanges (Fargo Road), reconstruction of portions previously constructed with Interstate funds (North Tigard Interchange), overlays of existing pavements constructed with Interstate funds where agreement was not reached regarding stage construction (Woodburn Junction-Willamette River) or raising structures not being extended with vertical clearances of less than 16 feet, etc., is contemplated care should be exercised that costs of field work are properly segregated.

Since the costs for field work for providing for a 6-lane design were not substantially greater than providing a 4-lane overlay, any costs incurred, other than preparation of construction plans, may be considered as eligible for Interstate financing.

RECEIVED
SEP 22 1966
[illegible] ENGINEERING

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr.
9-22-66

NOTED
R. N. CHASE

Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 4 1966

Circul

RJH

Pre Hwy. E.

September 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: North Tigard Interchange-Tualatin
River Section, Pacific Highway

Herewith a 1"-400' map on the subject section showing where a 16-foot median will be required so that structure center columns can be constructed. This is due to the six laning of the section which necessitates new structures. We have previously received approval from your office for the 16-foot median at the South Tigard Interchange but at the other locations have had only a 10-foot median provided.

Rather than use a 16-foot median at each structure with a 10-foot median between these areas, it is our proposal that a 16-foot median be authorized over the entire project from the North Tigard Interchange to the widened median at the Tualatin River structures.

It is requested that you approve a 16-foot median on the entire section so that we may incorporate this in our survey.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

DNS:jr srb

Enclosure

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. W. Rulien

August 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
47 Cottage St. N. E.
Salem, Oregon

Re: N. Tigard Int.-Hubbard Int.
Project No. I-5-5(33)284 &
I-5-5(16)280

Dear Sir:

Your letter of July 19, 1966, authorized preliminary engineering for preparation of preliminary plans effective July 1, 1966, for the six-laning of this section.

A previous preliminary engineering project covering this same area was authorized April 20, 1965, for signing, revision of substandard interchange layouts and additional roadway paving, etc.

On August 19, 1965, a survey authorization was prepared to cover preparation of plans, specifications and estimate for asphalt concrete overlay of existing pavement and correction of shoulders and rock slopes to Interstate standards from the Tualatin River to the Willamette River. (One copy of survey order is attached.) A separate order is in effect for design of the substandard interchange layouts.

Work started on September 20, 1965, on the first-mentioned survey order by the Resident Engineer working on the substandard interchange layouts involved in the same area. Work on the roadway subsequently developed into a six-lane design and the field work was completed May 25, 1966. Two separate prefixes were used to charge the different types of work to. We feel one benefited the other sufficiently to warrant Federal participation in the six-lane design although this route was not approved as a six-lane facility until June 23, 1966, and P.E. was not authorized until July 1, 1966.

We request that we be allowed to claim this preliminary design for this portion on the earlier project, No. I-5-5(16), as the field work which we are concerned with could be utilized as an overlay job with up-to-date shoulders as well as a six-lane facility if it had not been approved.

Our original estimate for the work done to date was $26,300 for the overlay type of project. Expenditures to date are $24,300 and we are in possession of what we hope is the completed preliminary design for six lanes at very little additional cost, if any.

Your favorable reply to this request will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
F. D. Morgan

April 4, 1966

522

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Six Lanes, Hubbard Interchange-
Tigard Interchange, Interstate 5

Dear Sir:

Reply is made to your letter of February 24, 1966, which requested additional information on the Hubbard Interchange-Tigard Interchange Section of Interstate 5.

From soil samples taken recently, it has been determined that a total overlay thickness of eight inches of asphaltic concrete is required. As a result of this determination, the estimates for both four laning and six laning were reviewed and the four-lane estimate revised. Both estimates include the eight-inch overlay. In applying the overlay, it is proposed that six inches be placed with the basic construction with a two-inch final lift. Where additional width is required, a total A. C. depth of six inches was used. This is to be placed over six inches of bituminous treated base and will be compatible with the overlay design.

The grade was lowered where necessary to provide 16 feet of vertical clearance from the Hubbard Interchange to the proposed I-205 Interchange, and 15 feet of vertical clearance from this point to the Tigard Interchange. The four structures to be replaced on the six-lane estimate (Haines, Bonita, Upper Boones Ferry and SPRR Undercrossing north of the Tualatin River) will provide 16 feet of vertical clearance in accordance with State standards, since these structures are not on the designated bypass route for military clearance.

Provision has been made for a minimum median width of ten feet for both four and six-lane estimates, except in the four-lane estimate at the SPRR Undercrossing near the Tualatin River where the horizontal clearance will remain 34'7" and 34'8" for the north and southbound lanes respectively.

It was assumed that on approximately one-half of the length of the section, perforated pipe would be necessary to provide ditch drainage since the width within the right-of-way is limited. The cost of widening the overpass short structures to interstate standards has been included in both the four and six-lane estimates. The right-of-way estimates for the interchange revisions have been updated to the latest appraisals.

Three copies of each of the following are attached:

(1) Map of area showing names of interchanges and grade separation structures, 1975 ADT traffic and milepoints referred to in accident study previously submitted;

(2) Estimate of cost for four lanes and six lanes;

(3) A copy of the TF-2 tables revised to show 1988 design year traffic.

We trust this information will help justify six lanes for this section and thus avoid placing us in the impossible situation of rebuilding the Willamette River Bridge for a design period of less than nine years.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. W. Rulien
R. D. Asburry

JR:jp srb

Const.
R/W
Pac. Hwy E.
Dig - Hubbard

April 27, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-5-5(16)250
Tualatin River-Hubbard
Interchange Section

Your File: 08-35-DA

Attention Mr. Roy Tokerud

Dear Sir:

You recently requested additional justification for the removal and replacement of the five undercrossing structures known as Nyberg Road, Sagert Road, Norwood Road, Stafford Road and Boeckman Road on the subject project.

I am enclosing a copy of a traffic count on the county roads taken in April of this year, with traffic projection to 1986. Also enclosed is a Rural Motor Vehicle Accident Listing as prepared by our Traffic Division.

Previous letters to you had included a request to reconstruct these five structures in their entirety to provide a bent on the median centerline and a right shoulder bent offset a minimum of twenty feet. These items are in line with recent safety requirements and is being followed by the State on all new construction. Also, previous requests were to provide a 56-foot roadway at the Nyberg Undercrossing (which request has been approved by the Federal Highway Administration because of the proposed interchange), a 44-foot roadway at Stafford Road Undercrossing, and 40-foot roadways at the other three undercrossings which are not part of interchanges. The recent traffic count requires a revision in the requested roadway widths as follows:

Nyberg Road Interchange would remain a 56-foot roadway.

Stafford Road Interchange would have a 40-foot roadway.

Sagert, Norwood and Bockman Roads would have 32-foot roadways.

These roadways are in line with the State's standards for new construction dated January 18, 1967. The reconstruction of these five structures to the newly proposed roadways would cost $1,390,000, whereas the cost given you previously was $1,540,000.

Accident records for the period January 1, 1962 to December 31, 1966 indicate a total of seven collisions with the structural supports or guardrails protecting them. Of these seven collisions, six resulted in property damage only and the seventh was a fatality. It should be pointed out that if the structures are reconstructed as originally proposed by the removal of the toe of the fill slope and the placing of a retaining wall, this accident rate could be expected to materially increase. This is because at the present time there is a minimum of a 10-foot shoulder on the right, plus some additional clearance to the toe of a fill slope. The placement of a retaining wall immediately outside of the 10-foot shoulder line would construct an immovable barrier, which could be expected to cause serious accidents because of its position immediately adjacent to a roadway curb or the shoulder edge. The State still believes that the structures should be removed and replaced in the interest of safety and asks the concurrence of the Federal Highway Administration in this matter.

For your information, copies of the traffic count and accident record were handed to Mr. Dec on Friday morning, April 21. I an enclosing a copy of the revised estimate as compared to the original estimate for the removal and replacement of the structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
Ivan Merchant
F. B. Crandall
L. H. Young

Enc.

IDM:mb ja

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION 4/11/67 CS

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
Tualatin River To Hubbard Intrchge Hwy. No. 1 Rte. No. I-5 From M.P. 11.57 To M.P. 18.84 Period Covered: 1-1-62 to 12-31-66	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Accidents Involving Structures
1962 (Norwood U-xing) M.P. 14.00									1				1			1			Sbd. R/Side
1963													0						
1964 (Boeckman U-xing) 16.53									1				1			1			Sbd. L/Side
1964 (Wilsonville - Ore. City O-xing) 17.53									1				1		1			4	Sbd. L/Side
1965 " " " ") 17.53									1				1			1			Nbd. R/Side
1965 (Airstrip Rd. U-xing) 18.84									1				1		1			2	Nbd. L/Side
1966 (Nyberg Rd. U-xing) 11.92									1				1			1			Sbd. R/Side
1966 (Norwood U-xing) 14.00									1				1	1			1	1	Nbd. L/Side July 30, 1966 12:35 P.M. Surface Dry Attempted lane change, brake. for overtaking car, Skidd struck guard rail, br. Support.
TOTAL									7				7	1	2	4	1	7	

24 Hour Machine Counts April 1967

	1967 W. of Conn.	on Structure	1986 ADT	1967 E. of Conn
Nyberg Rd.	2915	3044	5600[1]	2206
Sagert Rd.		163	500	
Norwood Rd		337	700	
Stafford Rd.	464	417	1700	376
Boeckman Rd.		273	600	
Champoeg	413	522	1500	458

[1] Includes 2100 ADT turning left from west to north requiring left turn refuge.

4/18/67

5 U'Xing's, Tualatin R. - Willamette R

4-21-67

Estimate for revised roadway width
(All estimates include #25,000 for
removal of the existing structures
and a 20% allowance for engr. and
contingencies)

Structure	Plan of 1-10-67		Plan of 4-21-67	
	Rdwy Width	Est.	Rdwy Width	Est.
Nyberg Rd. Interch	56'	#395,000	56'	#395,000
Sagert Rd. U'Xing	40'	285,000	32'	240,000
Norwood Rd. U'Xing	40'	285,000	32'	240,000
Stafford Rd. Interch	44'	310,000	40'	285,000
Boeckman Rd. U'Xing	40'	265,000	32'	230,000
Total		#1,540,000		#1,390,000

RECEIVED
FEB 8 - 1967

Form CD-121
(11-63)
(Prev. ...
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 3, 1967

In reply refer to: 08-35.7

7150

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas County Line Section
Parcel 36137, Howard, and Parcel 32697, Nyberg

Right of Way Engineer D. H. Moehring's letter of January 31, 1967 requests our concurrence to order an additional appraisal from an independent fee appraiser on the Howard property (Parcel 36137). The two appraisers that appraised the property in early 1965 are either involved in other right of way activities, or have been transferred to another right of way office. We will approve Federal participation in the cost of securing an additional appraisal as requested.

It should be noted, as outlined in our November 18, 1963 letter, that the State's previous taking from the Howard property was on the basis that access had been restricted to a number of points with residential and farm usage. The appraiser should appraise the property giving consideration to the fact that the present access is so restricted.

In reviewing our project file records, we find that on July 30, 1965 we brought to your attention the fact that there was a continuing rise of land values in the area of the Nyberg Road Interchange. At that time the revised interchange plan had been approved by this office, and it was our recommendation that action be taken to file condemnation on Parcels 36137 and 32697, if negotiations could not be consummated. Right of Way Engineer D. H. Moehring's letter of August 11, 1965 indicated to us that negotiations had failed on these files and that following the working out of title difficulties, a letter of offer would be sent to the owners. We quite naturally assumed that action would be taken to file a condemnation action which would set the date of valuation. Eighteen months have gone by and condemnation has not been filed. Before Federal reimbursement is claimed on this parcel, full information is requested as to the amounts of any revised appraisals and the reasons why condemnation was not undertaken in order to prevent the possibility of paying a higher price for the subject properties.

orig to Moehring w/enc. 2-6-67
copy to Young 2-8-67

NOTED
F. B. KLABOE

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Returned herewith is an approved copy of Sheet No. 9 of the right of way plans.

Enclosures

RECEIVED
[illegible] 1967
OFFICE
[illegible]

RECEIVED
FEB 1 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-035-1(14)
7150

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JANUARY 31, 1967

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Subject: File 36137 - Howard
Nyberg Interchange Section
Pacific Highway
Washington County

Dear Mr. Parsons:

We have on file two appraisals on the above property. Both were made in early 1965. The appraisers were John Castricano and LeRoy Edwards.

Inasmuch as Mr. Castricano is involved in another type of work at this time and Mr. Edwards has been transferred to another Right of Way office and inasmuch as their present duties preclude the possibility of their doing any additional work, it would seem advisable that we employ a Fee Appraiser to make this appraisal currently.

It is therefore requested that we receive authorization from you to order an appraisal from an independent Fee Appraiser.

Very truly yours,

G. E. Rohde
Chief Counsel

D H Moehring
D. H. Moehring
Right of Way Engineer

NOTED
R. L. PORTER

CES:cpl
cc: G. E. Rohde
R. L. Porter
F. B. Klaboe
C. H. Maison
L. H. Young
M. R. Mitchell

RECEIVED
JAN 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Const
A/W
Pac. Hwy E
Tig-Hubbard

[illegible]

Salem, Oregon 97310
January 11, 1967

Mr. Forrest Cooper
State Highway Engineer
OFFICE

Tualatin River-Hubbard
Interchange Section
Pacific Highway, I-5

A few months ago the Bureau of Public Roads approved the six laning of I-5 between the Tigard Interchange and the Hubbard Interchange. The structures located north of the Tualatin River will be replaced with standard structures inasmuch as they were constructed for only four lanes of traffic. The five structures south of the Tualatin River were constructed wide enough to accommodate the three lanes of traffic in each direction. Both the vertical and the horizontal clearances, however, are extremely minimal and it is our proposal to replace these structures with adequate standard new ones.

As you know, this section of highway was built with State funds without any Interstate participation. The structures in question are: Nyberg, Sagert, Norwood, Stafford and Boeckman.

A sketch map showing the horizontal and vertical clearances that will be available if they are not reconstructed is enclosed. You will note that the distance from the edge of the shoulders to the face of the posts varies from a minimum of 1 foot to a maximum of 4 feet 10 inches. The vertical clearances will vary from a minimum of 13 feet 4 inches to a maximum of 14 feet 9 inches.

The AASHO standards require a vertical clearance of 16 feet for rural freeways such as this one. Great emphasis is being placed on obtaining at least 20 feet of horizontal clearance between the edge of the shoulder and an obstruction, such as a structure post, for safety reasons.

Orig to [illegible]
3-10-67

On November 1, 1966, we requested Bureau of Public Roads' participation for the removal of these five structures and the reconstruction of them to adequate safe Interstate standards. A sketch of our proposal is enclosed. On November 23, 1966, the local office of the Bureau of Public Roads advised us that they could not participate in the proposal due to the alleged fact that the minimums specified will be provided without the complete reconstruction of the structures. They will participate in the raising of three of these structures south of the I-205 junction to obtain the required 16-foot vertical clearance since the footings must be lowered to clear the proposed new subgrade elevation.

Since that time, we have had many conversations with Bureau personnel concerning this matter—all to no avail. It is also noted that in their letter of November 23 rejecting our proposal, they stated that there would be a minimum of 5 feet 10 inches available for clearance from the shoulders to the obstruction. This condition exists on only two of the five structures and is the maximum.

Nevertheless, we believe that we should be allowed to construct all five structures to the proper vertical clearance and, of prime importance, to reconstruct them to safe horizontal clearances. After all, the Bureau is preaching safety so they should also be prepared to pay for it.

A copy of estimates covering the various alternates is enclosed. The cost of raising the structures to provide adequate vertical clearance along with performing the necessary work of lowering footings and constructing retaining walls is estimated to be $467,000. The cost of removing the structures and constructing new ones with both adequate vertical and horizontal clearance is estimated to be $1,540,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: R. L. Porter
Tom Edwards

5 U'Xings, Tualatin R.-Willamette R.

January 10, 1967
WJH

Boeckman Rd. U'Xing

Plan I	Toe ret. wall in line with Bt. 1 & 4 wls. Lower ftg. at Bt. 1	$26,500
Plan II	Same as plan I with the addition of raising the structures to provide minimum Interstate Hwy. clearance.	$65,000
Plan III	Remove and replace existing structures	
	290' 5 Span steel rigid frame 40' rdwy. (12' lanes 8' shldr.)	$240,000
	Remove existing str.	25,000
		$265,000

Stafford Rd. Interchange

Plan I	Ret. wall in line with Bt. 1 and 4 cols. Lower ftgs. at both Bt. 1 and 4	$32,000
Plan II	Same as Plan I with the addition of raising the structure to provide min. Interstate Hwy. clearance	$72,000
Plan III	Remove and replace existing structure	
	310' 5 Span steel rigid frame 44' rdwy. (12' lanes 10' shldr.)	$285,000
	Remove existing str.	25,000
		$310,000

Norwood Rd. U'Xing

Plan I	Toe retaining wall in line with Bt. 1 & 4 wls. no adjustment of ftgs. req'd.	$20,000
Plan II	Same as Plan I with the addition of raising the str. to provide clearance	$60,000

Plan III	Remove and replace existing structure 310' 5 Span steel rigid frame 40' rdwy. (12' lanes, 8' shldr.)	$260,000
	Remove existing str.	25,000
		$285,000

Sagert Rd. U'Xing

Plan I	Toe ret. wall in line with Bt. 1 & 4 wls. Lower ftg. at Bt. 1	$26,500
Plan II	Same as plan I with the addition of raising the structures to provide minimum Interstate Hwy. clearance	$65,000
Plan III	Remove and replace existing structure 310' 5 Span steel rigid frame 40' rdwy. (12' lanes, 8' shldr.)	$260,000
	Remove existing str.	25,000
		$285,000

Nyberg Rd. Interchange

Plan I	Widen existing str. from a 26' to 56' rdwy. (Approved by BPR) Const. ret. wall in line with Bt. 1 and 4 wls. Lower existing ftgs. at Bts. 1 and 4	$180,000
Plan II	Same as Plan I with the addition of raising the str.	$205,000
Plan III	Remove and replace existing str. 310' 5 Span steel rigid frame 56' rdwy.	$370,000
	Remove existing str.	25,000
		$395,000

Totals plan II $467,000.
" III $1,540,000.

65
72
60
65
205

467,000

265
310
285
285
395

1,540,000

13' 4"
14' 9"

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1967

Assignments: FBK-1230 and 1267
SUBJECT: Tualatin River-Hubbard Intchge Section
Pacific Highway
Marion and Washington Counties

To:

Memo to Mr. Forrest Cooper
State Highway Engineer
Building

Fotos

Vert 14" to slightly more than 15'

Staff file
Boardman
Nyberg
Sargent
Pearwood

AASHO 16' Rural
14' Urban

Vert 17' R
16' U

Enclosed is one copy each of our November 1, 1966 letter to the Bureau of Public Roads requesting Interstate participation in the removal and replacement of the undercrossing structures on the subject section, and the Bureau of Public Roads' letter of November 23, 1966 turning down our proposal.

A field measurement of these structures indicates that there exists a minimum horizontal clearance of 55 feet and a minimum vertical clearance of under fourteen feet when our proposed four-inch lift of pavement is considered. It is our proposal to replace these undercrossings with structures having one center column in the median and outer columns which are twenty feet from the edge of the driving lanes. In so doing, proper vertical clearance can also be obtained.

The proposed horizontal clearance is deemed necessary because several of the existing columns have been struck in the past and the six laning will cause driving lanes to be brought in even closer proximity to columns.

Two of the structures south of the Interstate 205 junction will require the lowering of footings and the Bureau has stated that they would consider raising them. Since all the undercrossings north of the Tualatin River to the North Tigard Interchange will be reconstructed with proper clearance, if the two aforementioned are raised, it will only leave three structures on the section with substandard vertical clearance. This should justify the removal and replacement of all the undercrossings on this section to obtain like vertical and horizontal clearances.

DNS:jr
Attach

F.D. Morgan
Construction Engineer

I-205 W(1) 14
71-0

Consol
R/W
Pac Hwy E
Zig-Hubbard

January 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-5-5(16)250
Tualatin River-Hubbard
Interchange Section

Your File: 08-35-DA

Dear Sir:

Please refer to your memorandum dated November 23, regarding the subject project and the structural revisions necessary in bringing this section up to six-lane Interstate standards.

The five undercrossing structures in this section were all constructed from one standard plan with equal span lengths; however, three of the five structures are on a skew which decreases the horizontal clearance perpendicular to the roadway center line. The two structures which have no skew will have a theoretical horizontal clearance between columns of 57 feet, 10 inches. The minimum horizontal clearance which occurs on the Sagert Road structure, which has a maximum skew, will have a clearance of 55 feet between columns perpendicular to the center line.

Your memorandum of November 23 indicates that if it is necessary to lower the end bent footings in order to construct the retaining wall outside of the 10-foot shoulder, that consideration will be given to raising these structures to obtain the 16-foot plus vertical clearances as called for in IM-20-2-60. In four out of the five undercrossing structures, it will be necessary to lower the footings on at least one of the two end bents and possibly, when the details are finalized, it may be necessary to lower both end bent footings. This would leave only one structure -- the Norwood Road Undercrossing -- on which there would be no adjustment of the vertical clearance. As indicated by your memorandum, the State proposes to raise the Norwood Road structure to conform to the Interstate standards for vertical clearance.

Returning again to the matter of horizontal clearance which will prevail after reconstruction of these structures along the lines mentioned above, I believe it appropriate to point out that the resultant product will not, in my estimation, be in keeping with the continuous preachings and pronouncements of the Bureau of Public Roads with regard to safety. At the recent AASHO meeting there was considerable to-do concerning the development of breakaway sign posts and removal of obstructions from the roadway. I could recite many others which have occurred at the local level, including such items as a request from your Department that the hazard created by the construction of the exit signs at the Baldock Rest Area be removed and a call from a member of your staff pointing out to us the construction of a sign bridge footing approximately two feet from a curb line on the Banfield Freeway.

I can only assume from the examples cited that it is the desire of the Bureau to pursue the intent of the safety proposals and would recommend, therefore, that you again give consideration to approval of rebuilding these structures to the standards currently being observed on other portions and sections of the freeway system.

For your information, a summary of costs is attached. Admittedly, the replacement is more expensive, but I do not believe that the Bureau or ourselves, in view of the current safety campaign, can truthfully say that we have discharged our obligation after we have spent the amount of money involved to lower the footings and build the walls and still leave a solid obstruction such as will be in place upon completion of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young

IDM:mb/TE:ja

5 U'Xings, Tualatin R.-Willamette R.

January 10, 1967
WJH

Boeckman Rd. U'Xing

Plan I	Toe ret. wall in line with Bt. 1 & 4 wls. Lower ftg. at Bt. 1	$26,500
Plan II	Same as plan I with the addition of raising the structures to provide minimum Interstate Hwy. clearance.	$65,000
Plan III	Remove and replace existing structures	
	290' 5 Span steel rigid frame 40' rdwy. (12' lanes 8' shldr.)	$240,000
	Remove existing str.	25,000
		$265,000

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Plan II	Same as Plan I with the addition of raising the structure to provide min. Interstate Hwy. clearance	$72,000
Plan III	Remove and replace existing structure	
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Plan II	Same as Plan I with the addition of raising the str. to provide clearance	$60,000

Plan III Remove and replace existing structure 310' 5 Span steel rigid frame 40' rdwy.

(12' lanes, 8' shldr.) $260,000

Remove existing str. 25,000

$285,000

Sagert Rd. U'Xing

Plan I Toe ret. wall in line with Bt. 1 & 4 wls.

Lower ftg. at Bt. 1 $26,500

Plan II Same as plan I with the addition of raising the structures to provide minimum Interstate Hwy. clearance $65,000

Plan III Remove and replace existing structure 310' 5 Span steel rigid frame 40' rdwy.

(12' lanes, 8' shldr.) $260,000

Remove existing str. 25,000

$285,000

Nyberg Rd. Interchange

Plan I Widen existing str. from a 26' to 56' rdwy. (Approved by BPR) Const. ret. wall in line with Bt. 1 and 4 wls. Lower existing ftgs. at Bts. 1 and 4

$180,000

Plan II Same as Plan I with the addition of raising the str.

$205,000

Plan III Remove and replace existing str.

310' 5 Span steel rigid frame 56' rdwy. $370,000

Remove existing str. 25,000

$395,000

Totals plan II $1,467,000.

" III $1,540,000.

RECEIVED

Form CD-121
(11-53)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 23, 1966

In reply refer to: 08-35-DA

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

1230

SUBJECT: Oregon Project I-5-5(16)250
Tualatin River - Hubbard Interchange Section

Mr. Klaboe's letter dated November 1, 1966 requested our approval of a proposal to remove the existing underpass structures and replace them with structures that would provide one column in the median and outer columns which are 20 feet from the edge of the driving lanes.

Our review of the existing underpass structures on this section indicates that the minimum horizontal clearance between columns to be 57'10". The widened section of freeway throughout this area will have a dimension of 52 feet from outer edge of shoulder to outer edge of shoulder. This will leave a minimum of 5'10" available for clearance from the shoulders which should be ample for the installation of guardrail to protect the errant motorist from striking the column.

The horizontal dimensions exceed the minimum specified in "A Policy on Design Standards, Interstate System," as revised through May 15, 1965, and approved by AASHO and the Administrator. The reconstruction of bridges to increase dimensions which already exceed Interstate Standards does not warrant Federal-aid participation; however, it may be necessary to shift the centerline of the freeway slightly to provide a more balanced clearance for both shoulders.

A review of the construction plans for the structures in question indicates that it may be necessary to lower the footing of the two end bents and place a small retaining wall between the columns to properly retain the crossroad fill slopes.

If this is found to be true, consideration will then be given to raising the existing structures south of the I-205 junction to obtain the 16-foot vertical clearance as called for in IM-20-2-60. The Nyberg and Sagert Road structures are not on the high vertical

cc - Edwards
Morgan
Merchant
Young

(more)

orig To Olson
12-5-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

clearance urban routing and may not be raised with Interstate fund participation.

This office regrets that we cannot concur in your request for greater horizontal clearance.

RECEIVED
AUG 8 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

I-205-1(11)294
7150

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 2, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction-Clackamas County Line
Upper and Lower Boones Ferry Road Interchanges
Right-of-Way

Returned herewith approved are right-of-way Plan Sheet Nos. 5, 5A, 6 and 7. This office authorized the acquisition of right-of-way on January 31, 1962. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1962.

We understand Sheet 5A does not depict the actual design of the interchange which will be constructed to accomodate the 6-lane design of the main line. This may result in a change of right-of-way needs which in turn would necessitate a change in the right-of-way plan. If this is the case we assume you will submit a revised sheet for our approval.

The revised project agreement will be forwarded for your approval under separate cover.

Enclosures

REFERRED TO Young - Wiland,
By Asst. State Hwy. Engr.
8-5-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 16 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

[illegible]
7150

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 11, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project No. I-5-5(23)286
Files No. 36137 - Howard
and 32697 - Nyberg
Tigard Junction-Clackamas
County Line Section

Dear Sir:

This will reply to your July 30, 1965 letter concerning acquisitions at Nyberg Interchange on the Tigard Junction-Clackamas County Line Section.

We have exhausted all efforts to negotiate these two files and as soon as we can work out some title difficulties we will forward a letter of offer to the owners. We hope to be able to do this in the next week.

Very truly yours,

G. E. ROHDE
Chief Counsel

By D H Moehring
D. H. Moehring
Right of Way Engineer

DHM:SM
cc: F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell
John Scott

RECEIVED
AUG 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

cc Morgan
copy sent 8-16-65

Form CD-21 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

FOR FILING

Moehring
[illegible]
Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 30, 1965

In reply refer to: 08-35.7/

7150

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
Acting Division Engr.

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas County Line Section
Parcels 36137, Howard, and 32697, Nyberg

It has come to our attention that there is a continuing rise in land values and actual development of the remaining properties in the area of the Nyberg Road Interchange.

Negotiations for acquisition of these properties has been going on for several years, and now that the revised interchange has been approved, we see no reasons why negotiations should not be consummated, or if this is not possible, a condemnation action filed in order to freeze property values at their present levels. If such action is not taken, we will undoubtedly see further increases in the value of the taking, which will cause unnecessary expenditures of Federal and State funds. Therefore, it is our recommendation that action be taken to file condemnation actions on these files.

Your recommendations and comments are requested.

REFERRED TO
[illegible] 8-4-65
BY ASST. STATE HWY. ENGR.

Please fill me in
WBK.

copy to [illegible]
8-4-65

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Rohde
Copy to Moehring
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 - 1965
FOR FILING

[illegible]

RECEIVED
JUL 26 1965
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 20, 1965

SUBJECT:

To: MEMO TO THE FILE

File No. 32697 - Nyberg
Nyberg Road Interchange
Pacific Highway
Washington County

Contacted Mr. Frederick A. Anderson, attorney on Howard and Nyberg files, and advised him that I had come as requested by Mr. Moehring, who was asked by Mr. Forrest Cooper to handle with reference to Anderson's letter of July 2.

I advised Mr. Anderson that no trade of State land, whether excess or to be surplus later on, could be considered available for trade. I told him our negotiations would have to be strictly on cash basis based on appraisals made by the State. He asked me if my offers were to be changed. I said that no change in the offer would be made. I said that the State would stick to its offer based on its appraisals; but I also said that if at any time a land owner can show the State facts or details of property or value not previously considered, the State is obliged to study and analyze them, and consider changing its offer if there is new or additional data to justify it. Mr. Anderson then said to contact him again in two weeks.

I have an idea he may try to make some counter offers prior to securing appraisals. Later, upon receipt of State's final offer, he will probably secure appraisals. However, not much action is expected from Nyberg, Howard and Anderson until the State makes final offer or files a complaint.

Andrew J. Atencio
ANDREW J. ATENCIO

AJA:ap

cc Mr. Forrest Cooper
Mr. G. E. Rohde
Mr. D. H. Moehring
Mr. J. K. Scott

NOTED
FORREST COOPER

R. L. Porter

RECEIVED
JUL 27 1965
FOR FILING

265-2(1)
7150

July 12, 1965

NOTED
R. L PORTER

File No. 32697 - Nyberg
Nyberg Road Interchange
Pacific Highway
Washington County

Mr. Frederick A. Anderson
Attorney at Law
P. O. Box 23006
Tigard, Oregon 97223

Dear Mr. Anderson:

Your letter of July 2, addressed to Mr. Cooper, concerning the acquisition from Mr. Nyberg has been referred to this office for handling.

I am forwarding your letter to our Right of Way Supervisor in Portland who will have further negotiations on the Nyberg taking conducted with you. An agent will be contacting you shortly.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Right of Way Engineer

DHM:CM
cc: Forrest Cooper
G. E. Rohde
bcc:John K. Scott
Please have the negotiator contact Frederick Anderson immediately. We cannot trade as the excess parcel has too much value for this negotiation.
DHM

RECEIVED
JUL 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 13 1965

NOTED
L. A. HOLT

FREDERICK A. ANDERSON
ATTORNEY AT LAW
12035 S. W. PACIFIC HIGHWAY
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

July 2, 1965

RECEIVED
JUL 7 1965

Oregon State Highway Department
Highway Building
Salem, Oregon

Attention: Mr. Forrest Cooper - Highway Engineer

JUL 7 1965

Re: Nyberg Road Inter-change
Your File No. 32698
32597

Gentlemen:

As you know both my clients, Mr. and Mrs. Clayton Nyberg, and myself have been contacted by your Right-of-Way Department at various times concerning the acquisition of additional lands at the Nyberg-Interstate #5 intersection, for right-of-way purposes. The latest proposal from your department is to acquire five parcels containing respectively 1.15 acres, 1.74 acres, .32 acre, 1.64 acres and .08 acre, a total of 4.93 acres.

Porter

After giving due consideration to this matter and in line with some previous discussions we have had with your department, we would like you to consider an across-the-board exchange of the acreage which you desire for that which appears to be no longer required by the redesigned inter-change at this intersection. Specifically, I refer to the Southeast quadrant and the Northwest quadrant involving two areas previously acquired from adjoining tracts now owned by the Nybergs, and lying outside of your re-planned right-of-way. This across-the-board exchange involves roughly two acres of State ownership in exchange for approximately five acres of the additional lands you desire.

This is for compromise settlement purposes and is suggested as an equitable determination of the matter.

If you desire to discuss this personally, please let me know.

Very truly yours,

F. A. Anderson
Fred. A. Anderson

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig letter to Thocking 7-6-65

FAA:cb

RECEIVED
JUN 24 1965

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 23, 1965

In reply refer to: 08-35.4-DA-1

I-205-7(11)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7150

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Proposed Pipe Permit, City of Tualatin
Nyberg Interchange
Pacific, I-5
Washington County

Returned herewith, approved, are all copies of subject permit.

In addition to the ten special provisions included, we wish to suggest addition of a statement to the effect that this interchange is soon to be reconstructed, and that, although it is not anticipated any modification will be necessary, it will be incumbent upon the city to make any which may be.

Copy to Fred Wagemann Pls do if possible
6-25-65

Attachments

NOTED
TOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1965
FOR FILING
I-205-7(4)27
7150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 30, 1965

SUBJECT: ~~Nyberg Interchange~~
Baldock Highway

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
Salem

In response to your letter of March 17, I have contacted Clayton Nyberg regarding his construction of a motel at the subject interchange and advised him accordingly. We also asked Resident Engineer Lowell Johnston to check the location of the motel on the ground to be sure that it is within proper limits and not encroaching on our proposed right of way. This has been done, and Johnston advises that the current construction is approximately 42 feet from the proposed right of way line.

A. E. Johnson
Division Engineer

by

C T Keasey

C. T. Keasey
Assistant Division Engineer

NOTED
LLOYD P. SHAW

CTK:fb
cc F. D. Morgan
L. A. Johnston

RECEIVED
MAR 3 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1965
FOR FILING

I-205-7(11) 774
7150

Salem, Oregon
March 17, 1965

Mr. A. E. Johnson
Division Engineer
Milwaukie

Clayton Nyberg has begun construction of a motel at Nyberg Interchange. His work is located in the northeast quadrant of the interchange facility and some question has arisen as to his architects' plans being in agreement with our right-of-way taking for the revised interchange.

I am advised that we have given the architects a sketch showing the described right of way and they were fully advised as to the meaning of a fully controlled access situation. However, rather recently, Mr. Nyberg asked one of our people whether or not a frontage road would be located on the right of way. The answer is no, there is no frontage road planned for this location. Anything in the way of an access or frontage road needed by his installation would presumably be built by him and certainly on his property, not on the right of way.

Another question was whether the right of way, as laid out, was the minimum. The answer is yes, it is leaving barely room for construction and rounding of slopes.

The third question was, do we expect to have excess material which could perhaps be utilized by wasting on the motel site. The answer is no, we are short of material and will probably have to borrow for the interchange.

Will you please have someone look this over on the ground; be sure Nyberg's construction is within the proper limits and, if not, contact him immediately in that regard.

A print of the sketch showing the right of way and the general interchange pattern in the northeast quadrant is attached for your use.

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:ajy
Attachment
cc Forrest Cooper
R. L. Porter
F. D. Morgan
W. T. Wright

Mr. Cooper

RECEIVED
JUL 24 1962
FOR FILING
I-205-1(11)294
7150

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 23, 1962

Mr. R. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

File No. 32697-Nyberg
Nyberg Road Interchange Section
Pacific Highway
Washington County
Oregon Project I-5-5(23)286

Dear Sir:

In response to your letter of June 21, 1962, we attach hereto a copy of Appraiser Harold Meyer's justification for the assessment of damages under subject file. The original of this letter from Mr. Meyer is attached to the right of way file.

Should anything further be required, please advise us.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:jjm

Attachment

cc Mr. Forrest Cooper
Mr. L. I. Lindas

RECEIVED
JUL 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 14 1962
FOR FILING

[illegible]
[illegible] F-205-1(1)-21
[illegible] 1150

Salem, Oregon
February 13, 1962

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of January 31, 1962, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described projects:

The six interchanges on the Pacific Highway between Tigard Interchange and Wilsonville. The approved interchanges are:

1. Baldock Interchange
2. Upper Boones Ferry Road Interchange
3. Lower Boones Ferry Road Interchange
4. Haines Road Interchange
5. Nyberg Road Interchange
6. Stafford Road Interchange

Prefix 634-2511 should be used for the purchase of right of way on all six of these interchanges.

L. H. Young
Office Engineer

JAH:lt

7-7-67

LOCATION PROSPECTUS
TIGARD INTERCHANGE-WILLAMETTE RIVER
7 INTERCHANGES ON PACIFIC HIGHWAY
WASHINGTON AND CLACKAMAS COUNTIES

The following prospectus is submitted concerning the above-mentioned section of the Pacific Highway which is a State Primary Facility on the Federal-aid Interstate System. The northerly terminus is at M.P. 8.10 (Station 38+50) which is at the Haines Road Overcrossing structure. The southerly terminus is at M.P. 18.21--the Willamette River--approximately 0.67 mile southerly of the Wilsonville Overcrossing. The combined length of the six interchanges to be worked on at this time is 4.0 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing interchanges. The following interchanges are to be redesigned and brought up to Interstate standards:

M.P. 8.11	Haines Road
M.P. 9.61	Bonita Road (to be relocated northerly in the future and called Baldock Interchange)
M.P. 10.15	Upper Boones Ferry Road
M.P. 11.03	Lower Boones Ferry Road
M.P. 11.92	Nyberg Road
M.P. 15.28	Stafford Road
M.P. 17.53	Wilsonville-Oregon City Road

The proposed work involves the realignment of interchange legs, improving the standards of existing speed change lanes and bettering the sight distance on a county road. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed. There will be no changes in present Interstate access.

The typical section on the interchange legs will be one 16-foot travel way with a 4-foot shoulder on the inside and a 6-foot shoulder on the outside. Speed change lanes will have a 12-foot travel lane with a 6-foot outside shoulder. On county road revisions the typical section will be two 12-foot lanes with 4-foot shoulders.

The tentative base design for construction is:

Paving	3 1/2"	A.C.
Top Course Base	2 "	Level
Bottom Course Base	16 "	Coarse Crushed
Total Depth	21 1/2"	

(Base design is subject to change upon completion of soils investigations.)

NOTED
R. L. PORTER

The paving will be done in stage construction with a minimum of 1-1/2 inches of asphaltic concrete being applied at a future date when conditions warrant.

Materials are available from local State and commercial sources.

Agreements with Washington and Clackamas counties will not be necessary.

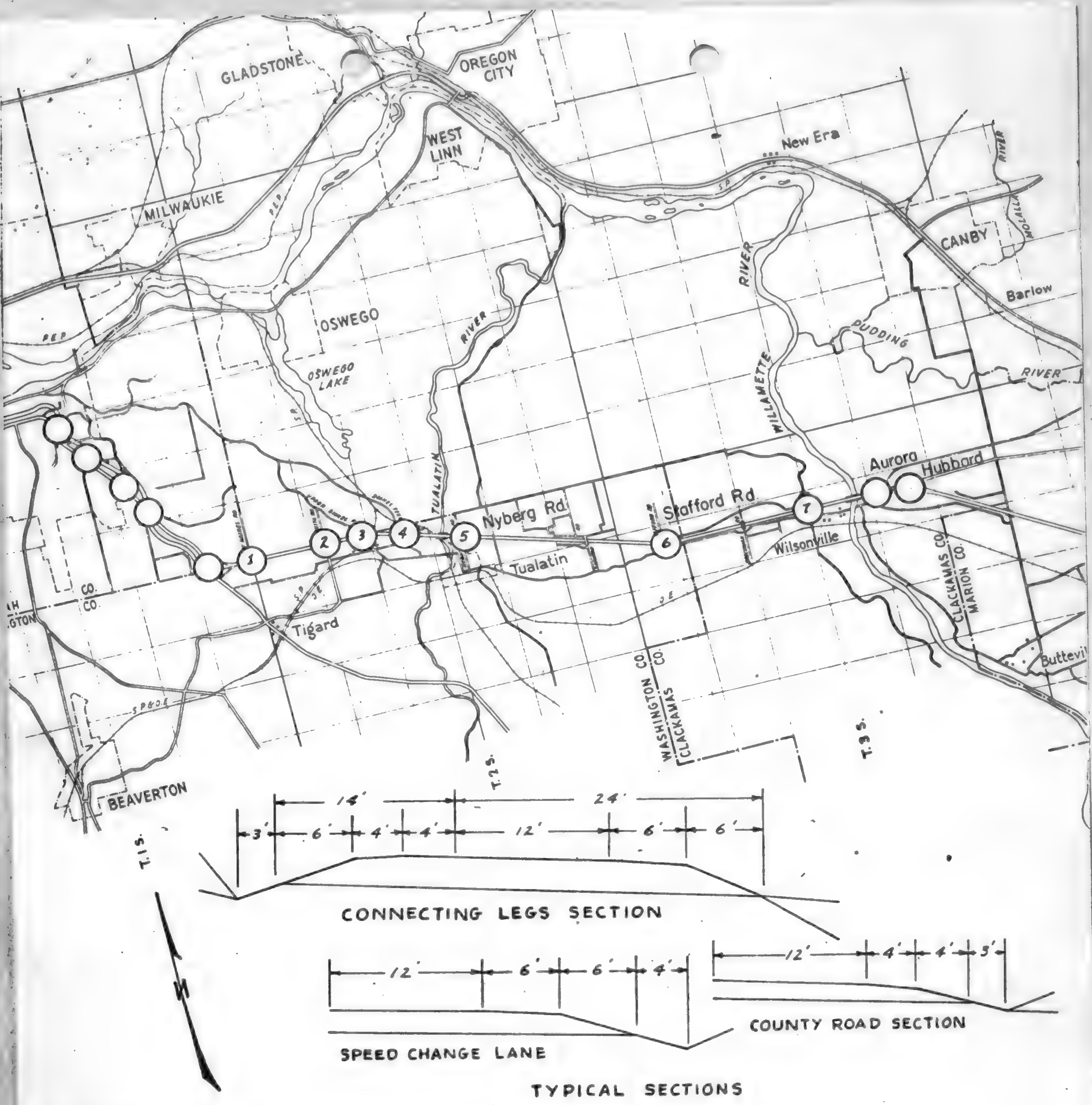
There are no State parks or roadside rest areas affected by the revisions on these interchanges.

February 2, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

FEB 7 1962
STATE


GLADSTONE
OREGON CITY
WEST LINN
New Era
MILWAUKIE
CANBY
MOLALLA RIVER
Barlow
OSWEGO
OSWEGO LAKE
TUALATIN RIVER
RIVER
WILLAMETTE
PUDDING RIVER
Aurora
Hubbard
Nyberg Rd.
Stafford Rd.
1
2
3
4
5
6
7
Tualatin
Wilsonville
Tigard
CLACKAMAS CO.
MARION CO.
WASHINGTON CO.
CLACKAMAS CO.
Butteville
S.P.
S.P. & P.S.
BEAVERTON
T.1S.
T.2S.
T.3S.
N
14'
24'
3'
6'
4'
4'
12'
6'
6'
CONNECTING LEGS SECTION
12'
6'
6'
4'
SPEED CHANGE LANE
12'
4'
4'
3'
COUNTY ROAD SECTION

TYPICAL SECTIONS

PROSPECTUS MAP

TIGARD INTERCHANGE - WILLAMETTE RIVER
7 INTERCHANGES - PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

SCALE 1" = 2 MILES JAN., 1962

RECEIVED

FORM CD-121 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

~~FOR~~
Wright
Traffic
~~Clemmons~~

TO : Mr. Forrest Cooper, Acting State Highway Engineer DATE: December 7, 1961
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Public Hearing
Tigard Junction-Willamette River Section - I-5

Receipt is acknowledged of your letter of November 27, 1961 enclosing a copy of a public hearing transcript and certification that the economic effects of the proposed construction on the above section have been considered. We note that this hearing covers planned revisions for several interchanges on Federal-aid Interstate Route 5 in this area.

Our records indicate that a right-of-way project is currently programmed in stage 2 for revision of the Wilsonville Interchange as Project I-5-5(17)285. The general layout of the new interchange at this site has been previously approved. We are, therefore, in a position to authorize acquisition of right-of-way for this interchange upon receipt of your request for this action accompanied by an adequate right-of-way map for this project. It would appear desirable to secure the required right-of-way for the interchange revisions at an early date in view of the development that is occurring in this area even though construction may not be planned in the immediate future.

Copies to
Young
Morgan

RECEIVED
DEC 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-61 34387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1961

SUBJECT: Interchange Revision
Haines Road Interchange-Wilsonville Interchange
Pacific Highway

To:
Mr. W. C. Williams
State Highway Engineer
BUILDING

A public hearing on the above subject was held in the Tigard Community Hall, Tigard, Oregon, on September 12, 1961. The revision involves Haines Road Interchange, Baldock and Bonita Road Interchange, Upper Boones Ferry Road Interchange, Lower Boones Ferry Road Interchange, Nyberg Road Interchange, Stafford Road Interchange and the Wilsonville Interchange. I am attaching a small scale map of this area showing the various interchanges as well as plans of each interchange showing the existing interchange legs in dashed lines and the proposed interchanges in solid lines.

At the hearing there were no objections to the proposed revisions at any of the interchanges except the Lower Boones Ferry Road and Wilsonville.

Mr. J. G. Swindell, attorney, represented two property owners at the Wilsonville Interchange and requested that we consider a change of design for the easterly side of the Wilsonville Interchange instead of the loop plan as we had proposed. The change desired by them was in the nature of a diamond for the east side comparable to the one we have proposed on the westerly side. He has subsequently submitted a sketch showing their proposal which is attached.

Our Urban Section has also done up a revision similar to the one submitted by the property owners and estimated the cost at $138,000. Our original proposal for this side of the interchange was $142,000. The revised plan has been verbally approved by the Bureau of Public Roads.

Porter

Mr. Carrell Bradley, attorney, representing John and Kathrine Werth of 18005 Southwest Lower Boones Ferry Road, requested that our off and on ramps be moved southerly to better serve two service stations presently located at the intersection of Hazelfern Road and Lower Boones Ferry Road. They have also subsequently submitted a plan of their desires, a copy of which is attached.

Our Urban Design Section has designed two alternate plans approximating the desires of these people. The estimated cost of alternate plan 1 is $31,000. The cost of alternate plan 2 is $49,000. The estimated cost of our original plan is $61,000. The Bureau of Public Roads have stated verbally that they are in accord with our original plan and would not approve either of the two alternates.

The individuals represented at the hearing only discussed access to the property or the amount of their property that might be required. They expressed no objections to any of the designs.

I would appreciate your comments and desires on this matter.

Tom Edwards
Construction Engineer

DJB:jk

Attachment

RECEIVED
OCT 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1961
FORM E-BOX 50M 2-60 28119
FOR FILING

I-205 [illegible]
7150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: **Nyberg Road Interchange**
Baldock Freeway

To:

MEMO TO THE FILES:

On April 5, 1961, Mr. D.J. Barbee, Mr. G.K. Attig, and Mr. Marvin Hart of the Oregon State Highway Department met with Mr. E.F. Niemela, Project Manager for Nyberg Properties, and Mr. Roy Bennett of the Standard Oil Company at the subject location.

Mr. Niemela was objecting to our redesign of the Nyberg Road Interchange because of the adverse effect that this design would have on their plans for the development of this property, and he suggested a diamond type design on the east side of the Baldock Freeway. They stated that if such a design were possible they would donate the right of way for the project. Our estimates of the diamond and the loop design on the east side of the highway were based on the assumption that it would be necessary to purchase all the rights of way for the new plan, and that the rights of way for the diamond plan be donated. Mr. Niemela was told that the diamond plan would cost approximately $24,000 more than the loop plan even through the right of way be donated and that under such a condition the diamond plan could not be considered. He was advised by Mr. Barbee that both plans would be restudied but it was extremely doubtful that such a study would disclose anything that would reverse our decision.

Gerald K. Attig
Urban Engineer

NOTED
FORREST COOPER

GKA:jp

RECEIVED
APR 11 1961
[illegible]
STATE HIGHWAY ENGINEER

cc: Walter Wright
Forrest Cooper

I-205-7(12) Tualatin R.-Pacific Hwy. Sec. 1968
290 E. Portland Frwy. & Pacific Hwy.
#7151 (Grad., pav., struc. & sign.) [redacted]

I-205-7(12)290	#7151
Borland Road Overcrossing	North Bound 9738 South Bound 9738A
Wankers Corner Interchange (Stafford Road)	9739
Prosperity Park Road Overcrossing	North Bound 9740 South Bound 9740A
Meridian Road Undercrossing	9741
I-5--I-205 Interchange (Avery Road Interch.)	North Bound 9743 South Bound 9743A
I-5--I-205 Interchange LS Overcrossing (Steel Box Girder)	9743B
I-5--I-205 Interchange "G" Line Overcrossing	9743C
Sagert Road Undercrossing	7586A

7151

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 23, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon I-205-7(12)290
Tualatin River-Pacific Highway Section
Contractors' Claim Settlement
Case 88155 (L-7157), Contract 7151

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway
Salem, Oregon

In response to a December 22, 1975 letter from Mr. Leslie B. Hampton, Assistant Chief, Trial Counsel, I have reviewed the trial report and recommendations of Mr. Harwood in support of the $45,000 settlement amount. I agree that payment of $45,000 in settlement of this case is reasonable and supportable. This amount is approved for Federal participation with Interstate funds as a part of the total cost of the project.

GLGreen

G. L. Green

cc:
L. B. Hampton
W. L. Barrie
A. Harwood

NOTED
E. S. HUNTER

STAT

DEC 24 '75

REFER TO

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FOR

Inves

X

cy Coulter
Feasey
12-24-75

7151

S

STATE COPY

MONTHLY TRANSACTION NUMBER 2-33	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TATE OREGON
PROJECT REPORT NUMBER 15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas & Washington
MODIFICATION NUMBER 6	(PPM 21-7) 2-11-74	PROJECT NUMBER I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,195,826	$ 10,210,346
Federal Funds	$ 9,406,600	$ 9,420,041
Other revisions		

This modification is made for the following reasons:

To include approved price agreement No. 50 for partial settlement of contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of February, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By D. V. Smith
(Division Engineer)
for Vernon V. Cusack
Acting

By

(Title)

By

(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915.669

Oregon State Highway Division

Federal-aid Project
No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION

E. PORTLAND FREEWAY IN CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, February 6, 1974

Revised Project Agreement Estimate

Total for roadway same as previous estimate September 10, 1973		$5,551,186.00
Subtotal for structures previous estimate September 10, 1973		4,222,400.00
Additional Approved Item P.A. 50 Settlement of claim for the driving of additional steel piling length and the disposal of the concrete pile cutoffs		13,200.00
	Subtotal	$4,235,600.00
	Engineering	423,560.00
	Total	$4,659,160.00

Length of Roadway - - - - - - - - - - - - 3.317 miles
Length of Structures - - - - - - - - - - 0.140 miles

Cost of Roadway per mile - - - - - - - - $1,673,556.23

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,551,186.00	$5,121,500.00	$429,686.00
Structures	4,659,160.00	4,298,541.00	360,619.00
Total	$10,210,346.00	$9,420,041.00	$790,305.00

Group 1 - 100%

Contract No. 7151

Prefix: 603-1003

7151.

STATE COPY

MONTHLY TRANSACTION NUMBER 9-44	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Clackamas & Washington
MODIFICATION NUMBER 5	9-18-73	PROJECT NUMBER I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,185,028	$ 10,195,826
Federal Funds	$ 9,396,600	$ 9,406,600
Other revisions		

This modification is made for the following reasons:

to include approved price agreement No. 49 for partial settlement of contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of September, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ES Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division	Federal Aid Project No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION

E. PORTLAND FREEWAY IN CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, September 10, 1973

Revised Project Agreement Estimate

Total for roadway same as previous estimate October 27, 1972		$ 5,551,186.00
Subtotal for structures previous estimate August 22, 1968		4,212,584.50
Additional Approved Items		
Pa 49 Settlement of Claim for Additional Charges for Change in Welding Work		$ 9,815.50
	Subtotal	$ 4,222,400.00
	10% Engineering	422,240.00
	Total	$ 4,644,640.00

Length of Roadway - - - - - -	3.317 Miles
Length of Structures- - - - -	0.140 Miles
Total	3.457 Miles

Cost of Roadway Per Mile- - - $1,673,556.23

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,551,186.00	$5,121,500.00	$429,686.00
Structures	4,644,640.00	4,285,100.00	359,540.00
Total	$10,195,826.00	$9,406,600.00	$789,226.00

Group 1 - 100%

Contract No. 7151

Prefix: 603-1003

7151

STATE COPY

Month transaction number 11-27	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	te regon
Project report number 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 4	(PPM 21-7) 11-2-72	Project number I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,075,028	$ 10,185,028
Federal funds	$ 9,295,100	$ 9,396.600

Other revisions

This modification is made for the following reasons:

To include approved price agreement No. 48 for partial settlement of contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of November, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
~~Acting~~ (Division Engineer)
G. L. Green

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-aid Project
No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION OF THE E. PORTLAND FREEWAY IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, October 27, 1972

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 1018+65 to Sta. 1202+00) (Contract No. 7151)

Subtotal on previous estimate of April 25, 1972		$ 4,947,896.79
Additional approved items		
Pa 48 Settlement of claims for Excavation & Drainage	Lump Sum	100,000.00
	Increase	100,000.00
	Subtotal	$ 5,047,896.79
	10% Engr & Cont*	503,289.21
	Total	$ 5,551,186.00

*Reduced in accordance with Par. 5C of PPM 30-6 (project field office)

Total for structures same as previous estimate of August 22,1968 $ 4,633,842.00

Length of Roadway - - - - -	3.317 miles
Length of Structures- - - -	0.140 mile
Total	3.457 miles

Cost of Roadway per mile - - - $1,673,556.23

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,551,186.00	$ 5,121,500.00	$ 429,686.00
Structures	4,633,842.00	4,275,100.00	358,742.00
Total	$10,185,028.00	$ 9,396,600.00	$ 788,428.00

Prefix: 603-1003

Group 1 - 100%

Contract No. 7151

71:51

STATE COPY

Monthly transaction number 5-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	ate Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 3	(PPM 21-7) 4-26-72	Project number I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,815,671	$ 10,075,028
Federal funds	$ 9,054,900	$ 9,295,100
Other revisions		

This modification is made for the following reasons:

Increase in cost due to additional approved item of work and transfer of cr ushed material produced under Project I-205-7(11)290 as per audit.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of April, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunt

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)

For R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION OF THE E. PORTLAND FREEWAY IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, April 25, 1972

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 1018+65 to Sta. 1202+00)(Contract No. 7151)

Subtotal on previous estimate of November 16, 1971			$4,712,118.07
Additional Approved Items			
State Furnished 1" - 0 Crushed Material	142,361.7 cu.yd.	1.60	227,778.72
EWO #21 Furnish & Place Quarry Rock	All Required		8,000.00
	Increase		235,778.72
	Subtotal		$4,947,896.79
	10% Engr. & Cont.*		493,289.21
	Total		$5,441,186.00

*Reduced in accordance with Par. 5c of PPM 30-7 (Project field office).

Total for structures same as previous estimate of August 22, 1968 $4,633,842.00

Length of Roadway - - - - - - 3.317 miles
Length of Structures - - - - 0.140 mile
Total - - - - 3.457 miles

Cost of roadway per mile - - $1,640,393.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,441,186.00	$5,020,000.00	$421,186.00
Structures	4,633,842.00	4,275,100.00	358,742.00
Total	$10,075,028.00	$9,295,100.00	$779,928.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939;
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1003

STATE COPY

Monthly transaction number
11-105

Project report number
11

Modification number
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State Oregon

County Clackamas & Washington

Project number I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,791,908	$ 9,815,671
Federal funds	$ 9,032,900	$ 9,054,900
Other revisions		

This modification is made for the following reasons:

Increase in cost due to additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of November, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By MKlaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

for
R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-aid
Project No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION OF THE

E. PORTLAND FREEWAY HIGHWAY IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, November 16, 1971

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 1018+65 to Sta. 1202+00) (Contract No. 7151)

Subtotal on Previous Estimate of Additional Approved Items of Work	March 5, 1971		$4,690,514.88
PA 22 12-inch Culvert Pipe	2,367 lin.ft.	3.50	$ 8,284.50
PA 30 Corrugated Metal Catch Inlet	8 only	120.00	960.00
PA 30 8-inch Corrugated Metal Pipe	730 lin.ft.	3.90	2,847.00
PA 30 Install 8" CMP in Existing Inlets	3 only	86.00	258.00
PA 30 Construct Asphalt Concrete Curbs	5,041 lin.ft.	0.87	4,385.67
PA 42 Salvage & Reinstall Guard Rail	769.5 lin.ft.	3.00	2,308.50
PA 42 Guard Rail Bridge Connection	1 only	200.00	200.00
EWO 17 Remove A.C. Pavement	All Required		2,359.52
			$ 21,603.19
	Subtotal		$4,712,118.07
	*10% Engr. & Cont.		469,710.93
	Total		$5,181,829.00

*Reduced in accordance with Par. 5C of PPM 30-6 (Project Field Office)

Total for structures same as previous estimate of August 22, 1968 $4,633,842.00

Length of Roadway - - - - - - - 3.317 miles
Length of Structures - - - - - 0.140 mile
Total Length - - - - - - - - - - 3.457 miles

Cost of Roadway Per Mile - - - $1,562,203.49

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway		$5,181,829.00	$4,779,800.00	$402,029.00
Structures		4,633,842.00	4,275,100.00	358,742.00
	Total	$9,815,671.00	$9,054,900.00	$760,771.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939;
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1003 G-1 100%

STATE COPY

Monthly transaction number 4-15	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 1	(PPM 21-7) 4-2-71	Project number I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,718,834	$ 9,791,908
Federal funds	$ 8,966,500	$ 9,032,900
Other revisions		

This modification is made for the following reasons:

Increase in cost by additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of April, 19 71.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

For R. E. Simpson

By

(Title)

By

(Title)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION OF THE E. PORTLAND FREEWAY HIGHWAY IN CLACKAMAS & WASHINGTON COUNTIES

SALEM, OREGON, MARCH 5, 1971

Revised Project Agreement Estimate

Type Code 7224
Roadway (Sta. 1018+65 to Sta. 1202+00) (Contract No. 7151)

Subtotal on previous estimate of August 22, 1968			$4,624,084.00
Additional approved items of work			
PA 36 Mono-Directional Crystal, Type 1	787 only	1.96	1,542.52
PA 36 Mono-Directional Crystal, Type 2	3,935 only	0.81	3,187.35
PA 38 Pavement Markers, Type 1	1,055 only	1.96	2,067.80
PA 38 Pavement Markers, Type 2	4,603 only	0.81	3,728.43
PA 28 Longitudinal Joint Sawing	58,741 lin.ft.	0.29	17,034.89
PA 28 Transverse Broom Finish	181,426 sq.yd.	0.06	10,885.56
EWO 6 Selective Clearing	All Required		6,202.86
EWO 16 Additional Clearing and Sloping	All Required		7,148.83
EWO 21 Line Drain Ditches	All Required		13,634.26
Work by P.G.E.	All Required		998.38
			$ 66,430.88
	Subtotal		$4,690,514.88
	*10% Engr. & Cont.		467,551.12
	Total		$5,158,066.00

*Reduced in accordance with Par. 5c of PPM 30-6 (Project Field Office)

Total for structures same as previous estimate of August 22, 1968 $4,633,842.00

Length of Roadway - - - - - - - -	3.317 miles
Length of Structure - - - - - - -	0.140 mile
Total Length	3.457 miles
Cost of Roadway Per Mile - - - -	$1,555,039.49

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,158,066.00	$4,757,800.00	$400,266.00
Structure	4,633,842.00	4,275,100.00	358,742.00
Total	$9,791,908.00	$9,032,900.00	$759,008.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1003 G-1 100%

TUALATIN RIVER-PACIFIC HIGHWAY SECTION

I-205-7(12)290

Work by Portland General Electric

Reroute line for D. C. Simons

Labor	$219.71
Material	86.80
Cartage	59.50
Salvaged Material	(75.96)
	$290.05

State Share 75% = $175.38

Reroute line for Alfred DeNevi

Labor	$387.22
Material	403.36
Cartage	128.10
Salvaged Material	(95.68)
	$823.00

State Share 100% = $823.00

$998.38

Monthly transaction number 10-26	F PR-2A U.S. DEPARTMENT OF COMMERCE (R 10-65) BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 1	(PPM 21-7) 9-24-68	Project number I-205-7(12)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$

Other revisions

The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-29	PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Clackamas & Washington
PROJECT REPORT NO. 4		PROJECT NO. I-205-7(12)290

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tualatin River-Pacific Highway Section of the E. Portland Freeway Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	3.457
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,718,834	$ 8,966,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J N Klaboe

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer AUGUST 29, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-205-7(12)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION OF THE E. PORTLAND FREEWAY HIGHWAY IN CLACKAMAS & WASHINGTON COUNTIES

Project agreement estimate.

Salem, Oregon, August 22, 1968

Type Code 7224
Roadway (Sta. 1018+65 to Sta. 1202+00)(Contract No. 7151)

Furnish Field Laboratory Building	All	Required		$ 1,500.00
Temporary Protection and Direction of Traffic	All	Required		135,000.00
Clearing and Grubbing	All	Required		400,000.00
Ditch Excavation, Unclassified	3,930	cu.yd.	$ 2.00	7,860.00
General Excavation Location A, Unclassified	1,046,400	cu.yd.	0.35	366,240.00
General Excavation Location B, Unclassified	923,400	cu.yd.	0.35	323,190.00
Embankment Foundation Excavation, Unclassified	81,200	cu.yd.	0.70	56,840.00
Rock Backfill	121,800	ton	1.40	170,520.00
Overhaul	140,000	C-yd.sta.	0.20	28,000.00
Finishing Roadbed and Slopes	All	Required		25,000.00
Rounding Cutbanks	19,500	lin.ft.	0.16	3,120.00
Trench Excavation	19,400	cu.yd.	3.20	62,080.00
Special Backfill in Drains	9,100	cu.yd.	5.50	50,050.00
Furnishing and Placing Topsoil	125,400	cu.yd.	0.90	112,860.00
Watering	32,000	M-gal.	0.01	320.00
Pavement Replacement	35	lin.ft.	10.00	350.00
Lime Treated Subgrade	444,000	sq.yd.	0.18	79,920.00
Lime for Treated Subgrade	5,000	ton	25.00	125,000.00
3/4" - 0 Material in Base	59,700	ton	3.00	179,100.00
Plant-Mix Stone Base	206,300	ton	1.00	206,300.00
Cement-Treated Base Mixture	56,000	ton	1.00	56,000.00
Portland Cement in CTB Mixture	2,520	ton	24.00	60,480.00
RS-1 Asphalt in Seal	190	ton	45.00	8,550.00
3/4" - 0 Aggregate in Prime Coat	190	cu.yd.	5.40	1,026.00
RC-250 Asphalt in Prime Coat	30	ton	60.00	1,800.00
Asphalt in Tack Coat	8	ton	100.00	800.00
Class "B" Asphalt Mixture	50,000	ton	5.20	260,000.00
Class "C" Asphalt Mixture	430	ton	7.50	3,225.00
Asphalt Cement in Mixture	2,800	ton	32.00	89,600.00
8-inch Continuously Reinforced Concrete Pavement	118,000	sq.yd.	6.50	767,000.00

7-inch to 9-inch Continuously Reinforced Concrete Pavement	14,100	cu.yd.	$ 29.00	$408,900.00
8-inch Reinforced Concrete Pavement	1,550	sq.yd.	6.50	10,075.00
7-inch to 9-inch Reinforced Concrete Pavement	150	cu.yd.	29.00	4,350.00
12-inch Reinforced Concrete Bridge End Panels	2,100	sq.yd.	14.00	29,400.00
Pavement Terminal Anchors	2,000	lin.ft.	17.00	34,000.00
Class "A" Concrete in Box Culverts	620	cu.yd.	60.00	37,200.00
Reinforcement in Box Culverts	96,000	lb.	0.15	14,400.00
15-inch Paved Culvert End Slopes	22	only	60.00	1,320.00
18-inch Paved Culvert End Slopes	16	only	80.00	1,280.00
24-inch Paved Culvert End Slopes	2	only	100.00	200.00
30-inch Paved Culvert End Slopes	4	only	150.00	600.00
48-inch Paved Culvert End Slopes	2	only	250.00	500.00
54-inch Paved Culvert End Slopes	2	only	350.00	700.00
12-inch Culvert Pipe	1,870	lin.ft.	3.00	5,610.00
15-inch Culvert Pipe	6,870	lin.ft.	3.50	24,045.00
18-inch Culvert Pipe	5,750	lin.ft.	4.10	23,575.00
24-inch Culvert Pipe	1,680	lin.ft.	6.10	10,248.00
30-inch Culvert Pipe	1,680	lin.ft.	8.20	13,776.00
48-inch Culvert Pipe	1,100	lin.ft.	17.50	19,250.00
54-inch Culvert Pipe	450	lin.ft.	21.00	9,450.00
6-inch Drain Pipe	36,900	lin.ft.	1.30	47,970.00
8-inch Drain Pipe	36,800	lin.ft.	1.50	55,200.00
1½-inch Electrical Conduit	510	lin.ft.	1.50	765.00
2-inch Electrical Conduit	510	lin.ft.	2.20	1,122.00
Concrete Manholes	9	only	600.00	5,400.00
Concrete Inlets, Type M	1	only	400.00	400.00
Concrete Inlets, Type G-2M	4	only	350.00	1,400.00
Concrete Inlets, Type G-2MA	68	only	350.00	23,800.00
Adjusting Manholes	2	only	100.00	200.00
Extra for A.C. Concrete Approaches	22	only	35.00	770.00
Guide Posts, W-1	160	only	7.00	1,120.00
Guide Posts, Y-2	350	only	8.00	2,800.00
Type 1 Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Guard Rail	2,600	lin.ft.	3.00	7,800.00
Type 2A Guard Rail	7,250	lin.ft.	4.00	29,000.00
Guard Rail Anchors	36	only	200.00	7,200.00
Type 2 Fence	3,440	rod	7.00	24,080.00
Roadside Seeding	115	acre	100.00	11,500.00
Roadside Mulching	115	acre	100.00	11,500.00
Grass Seed, Mixture	3,450	lb.	1.00	3,450.00
Inorganic Fertilizer	460	cwt.	7.00	3,220.00

Signing

Sign Support Footings	All Required		$ 9,000.00
Breakaway Sign Posts	All Required		11,400.00
Single Sign Supports	All Required		1,000.00
Double Sign Supports	All Required		2,000.00
Cantilever Sign Structure	All Required		4,500.00
Sign Bridge Structures	All Required		32,000.00
Structure Mounts	All Required		4,000.00
Sign Illumination Equipment	All Required		15,000.00
Painted Wood Sign Posts	All Required		1,800.00
Type "AA" Signs in Place	2,670 sq.ft.	$ 7.30	19,491.00
Type "C" & "D" Signs in Place	800 sq.ft.	3.60	2,880.00
Type "E", "F", "G" & "H" Signs in Place	239 sq.ft.	4.00	956.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$4,574,084.00
Flagging (60% of Contractor's Cost)	All Required		50,000.00
	Subtotal		$4,624,084.00
	*10% Engr. & Cont.		460,908.00
	Total		$5,084,992.00

*Reduced in accordance with P.5C of PPM 30-6 (Project Field Offices)

Type Code X221
Borland Rd. O'xing #9738 & 9738A (℄ Sta. 1026+625 to Sta. 1029+09)

Shoring, Cribbing, Etc.	All Required (15%)		$ 4,050.00
Structural Excavation	1,500 cu.yd.	$ 4.00	6,000.00
Structural Excavation Below Elevation Shown	120 cu.yd.	3.00	360.00
Furnish 14-inch Prestressed Concrete Piling	5,705 lin.ft.	3.50	19,967.50
Drive Concrete Piles	207 only	175.00	36,225.00
14-inch Prestressed Pile Extentions	20 lin.ft.	20.00	400.00
Class "A" Concrete (1,085 cu.yd.)	All Required (18%)		162,000.00
Reinforcement (676,500 lb.)	All Required (25%)		95,000.00
Two Tube Metal Railing	990 lin.ft.	14.00	13,860.00
Preparation of Slopes	1,700 sq.yd.	3.00	5,100.00
3-inch Slope Paving	1,490 sq.yd.	6.00	8,940.00
Berm Paving	210 sq.yd.	4.00	840.00
Slope Paving Curb	660 lin.ft.	1.50	990.00
8-inch Steel Drain Pipe	180 lin.ft.	3.00	540.00
			$ 354,272.50

Type Code X731
Wankers Corner U'xing #9739 (Sta. Ls 1062+42.41)(398' Long)

Shoring, Cribbing, Etc.	All Required (10%)		$ 2,700.00
Structural Excavaion	760 cu.yd.	$ 4.00	3,040.00
Structural Excavation Below Elevation Shown	70 cu.yd.	3.00	210.00
Furnish 14-inch Prestressed Concrete Piling	5,260 lin.ft.	3.50	18,410.00
Furnish 10 BP 42 Steel Piling	5,000 lin.ft.	4.00	20,000.00
Drive Concrete Piles	94 only	175.00	16,450.00
Drive Steel Piles	50 only	175.00	8,750.00
14-inch Prestressed Pile Extentions	10 lin.ft.	20.00	200.00
Splice Steel Piles	12 only	30.00	360.00
Class "A" Concrete (1,475 cu.yd.)	All Required (13%)		117,000.00
Reinforcement (276,300 lb.)	All Required (10%)		38,000.00
Structural Steel in Box Girders (1,200,600 lb.)	All Required (37%)		544,270.00
Two Tube Metal Railing	796 lin.ft.	14.00	11,144.00
Pedestrian Handrail	398 lin.ft.	18.00	7,164.00
Preparation of Slopes	540 sq.yd.	3.00	1,620.00
3-inch Slope Paving	540 sq.yd.	6.00	3,240.00
			$ 792,558.00

Type Code X221
Prosperity Park Rd. O'xing #9740 & 9740A (℄ Sta. 117+29 to Sta. 1119+99.50)

Shoring, Cribbing, Etc.	All Required (16%)		$ 4,320.00
Structural Excavation	1,520 cu.yd.	$ 4.00	6,080.00
Structural Excavation Below Elevation Shown	140 cu.yd.	3.00	420.00
Furnish 14-inch Prestressed Concrete Piling	7,050 lin.ft.	3.50	24,675.00
Drive Concrete Piles	204 only	175.00	35,700.00
14-inch Prestressed Pile Extentions	20 lin.ft.	20.00	400.00
Class "A" Concrete (2,521 cu.yd.)	All Required (22%)		198,000.00
Reinforcement (689,900 lb.)	All Required (26%)		98,800.00
Two Tube Metal Railing	1,082 lin.ft.	14.00	15,148.00
Preparation of Slopes	2,360 sq.yd.	3.00	7,080.00
3-inch Slope Paving	2,100 sq.yd.	6.00	12,600.00
Berm Paving	260 sq. yd.	4.00	1,040.00
8-inch Steel Drain Pipe	260 lin.ft.	3.00	780.00
			$ 405,043.00

Type Code X731
Meridian Road U'xing #9741 (Sta. Ls 1163+06.57)(398' Long)

Shoring, Cribbing, Etc.	All	Required (8%)		$ 2,160.00
Structural Excavation	740	cu.yd.	$ 4.00	2,960.00
Structural Excavation Below Elevation Shown	70	cu.yd.	3.00	210.00
Furnish 10BP 42 Steel Piling	2,025	lin.ft.	4.00	8,100.00
Drive Steel Piles	58	only	175.00	10,150.00
Splice Steel Piles	15	only	30.00	450.00
Class "A" Concrete (1,124 cu.yd.)	All	Required (10%)		90,000.00
Reinforcement (232,400 lb.)	All	Required (9%)		34,200.00
Structural Steel in Box Girders (888,000 lb.)	All	Required (27%)		397,170.00
Two Tube Metal Railing	796	lin.ft.	14.00	11,144.00
Preparation of Slopes	440	sq.yd.	3.00	1,320.00
3-inch Slope Paving	440	sq.yd.	6.00	2,640.00
				$ 560,504.00

Type Code X231
Pacific Hwy. O'xing of G Line #9743 & 9743A (G Sta. 291+51.93 to Sta. 293+72.43)

Shoring, Cribbing, Etc.	All	Required (22%)		$ 5,940.00
Structural Excavation	2,140	cu.yd.	$ 4.00	8,560.00
Structural Excavation Below Elevation Shown	200	cu.yd.	3.00	600.00
Furnish 10 BP 42 Steel Piling	12,380	lin.ft.	4.00	49,520.00
Drive Steel Piles	246	only	175.00	43,050.00
Splice Steel Piles	95	only	30.00	2,850.00
Class "A" Concrete (1,446 cu.yd.)	All	Required (13%)		117,000.00
Reinforcement (308,700 lb.)	All	Required (11%)		41,800.00
Structural Steel in Rigid Frames (957,000 lb.)	All	Required (54%)		378,000.00
Two Tube Metal Railing	885	lin.ft.	14.00	12,390.00
Prepartion of Slopes	3,370	sq.yd.	3.00	10,110.00
3-inch Slope Paving	2,900	sq.yd.	6.00	17,400.00
Berm Paving	470	sq.yd.	4.00	1,880.00
				$ 689,100.00

Type Code X231
Ls O'xing of Pacific Hwy. #9743B (Sta. Ls 1199+33 to Sta. 1204+60)

Shoring, Cribbing, Etc.	All	Required (12%)		$ 3,240.00
Structural Excavation	1,280	cu.yd.	$ 4.00	5,120.00
Structural Excavation Below Elevation Shown	120	cu.yd.	3.00	360.00
Furnish 14-inch Prestressed Concrete Piling	7,530	lin.ft.	3.50	26,355.00

Drive Concrete Piling	151 only	$175.00	$ 26,425.00
14-inch Prestressed Pile Extentions	15 lin.ft.	20.00	300.00
Class "A" Concrete (1,390 cu.yd.)	All Required (12%)		108,000.00
Reinforcement (264,300 lb.)	All Required (10%)		38,000.00
Structural Steel in Box Girders (1,148,000 lb.)	All Required (36%)		529,560.00
Two Tube Metal Railing	1,065 lin.ft.	14.00	14,910.00
Preparation of Slopes	570 sq.yd.	3.00	1,710.00
3-inch Slope Paving	400 sq.yd.	6.00	2,400.00
Berm Paving	170 sq.yd.	4.00	680.00
Slope Paving Curb	160 lin.ft.	1.50	240.00
			$ 757,300.00

__Type Code X231__
__LN O'xing of G Line #9743C__ (__Sta. LN 1195+11.80__)(__235' Long__)

Shoring, Cribbing, Etc.	All Required (8%)		$ 2,160.00
Structural Excavation	1,000 cu.yd.	$ 4.00	4,000.00
Structural Excavation Below Elevation Shown	90 cu.yd.	3.00	270.00
Furnish 10 BP 42 Steel Piling	4,945 lin.ft.	4.00	19,780.00
Drive Steel Piles	94 only	175.00	16,450.00
Splice Steel Piles	24 only	30.00	720.00
Class "A" Concrete (635 cu.yd.)	All Required (6%)		54,000.00
Reinforcement (111,500 lb.)	All Required (4%)		15,200.00
Structural Steel in Rigid Frames (427,000 lb.)	All Required (24%)		168,000.00
Two Tube Metal Railing	475 lin.ft.	14.00	6,650.00
Preparation of Slopes	840 sq.yd.	3.00	2,520.00
3-inch Slope Paving	620 sq.yd.	6.00	3,720.00
Berm Paving	220 sq.yd.	4.00	880.00
Slope Paving Curb	260 lin.ft.	1.50	390.00
			$ 294,740.00

__Type Code #731__
__Sagert Rd. U'xing #7586A__ (__Sta. S.B. 267+71.60__)(__316'-8" Long__)

Remove Old Bridge	All Required		$ 40,000.00
Shoring, Cribbing, Etc.	All Required (9%)		2,430.00
Structural Excavation	960 cu.yd.	$ 4.00	3,840.00
Structural Excavation Below Elevation Shown	80 cu.yd.	3.00	240.00
Furnish 10 BP 42 Steel Piling	11,080 lin.ft.	4.00	44,320.00
Drive Steel Piles	155 only	175.00	27,125.00
Splice Steel Piles	40 only	30.00	1,200.00
Class "A" Concrete (653 cu.yd.)	All Required (6%)		54,000.00

Reinforcement (137,000 lb.)	All Required (5%)		$ 19,000.00
Structural Steel in Rigid Frames (386,500 lb.)	All Required (22%)		154,000.00
Two Tube Metal Railing	638 lin.ft.	$ 14.00	8,932.00
Preparation of Slopes	460 sq.yd.	3.00	1,380.00
3-inch Slope Paving	380 sq.yd.	6.00	2,280.00
Berm Paving	80 sq.yd.	4.00	320.00
			$ 359,067.00
	Subtotal		$4,212,584.50
	10% Engr. & Cont.		421,257.50
	Total		$4,633,842.00

Type Code Y060

Utility Work (Sta. Ls 1062+42.41)(Sta. Ls 1163+06.57)

Install Telephone Conduit	All Required	$ 2,500.00
Install P.G.E. Conduit	All Required	3,200.00
		$ 5,700.00
Credit for Installing Conduit	All Required	$ 5,700.00
	Total Cost	$ 0.00

Length of Roadway - - - - - - - - - - - - 3.317 Miles
Length of Structures - - - - - - - - - - 0.140 Mile
Total Length - - - - - - - - - - - - - - 3.457 Miles
Cost of Roadway Per Mile - - - - - - - - $1,533,009.35

Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Clean-up Stockpile Site	All Required	10,000.00
Work by General Telephone Co.	All Required	2,500.00
Work by Portland General Electric Co.	All Required	2,500.00
	Subtotal	$ 65,000.00
	10% Engr. & Cont.	6,500.00
	Total	$ 71,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,084,992.00	$4,691,400.00	$393,592.00
Structures	4,633,842.00	4,275,100.00	358,742.00
Subtotal	$9,718,834.00	$8,966,500.00	$752,334.00
Retained in Program	71,500.00	65,700.00	5,800.00
Total	$9,790,334.00	$9,032,200.00	$758,134.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1003 Grp.-1

7151

5

December 28, 1973

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

A sixth post-final payment for $13,200 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $9,115,167.38 including the post-final payment. Of the total, $55,327.55 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: Guy F. Atkinson Company
P. O. Box 471
South San Francisco, CA 94080
Attn: T. F. Foran, Chief Accountant

Fidelity & Deposit Co.
of Maryland
Baltimore, Maryland

Guy F. Atkinson Company
P. O. Box [illegible] 318
[illegible]
[illegible] Tualatin, OR 97062

letter returned as moved forwarding no longer in effect
Fran

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7151

December 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(12)290

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7151, Price Agreement No. 50

Project Tualatin River-Pacific Highway

Highway East Portland Freeway

Counties Clackamas and Washington

This agreement covers the settlement of the contractor's claim for additional compensation for driving longer piling and disposal of concrete pile cutoffs on this project. The length of piling driven on this project varied greatly from the order length for piling listed in the contract and the contractor claims this increased his unit cost of driving from that used in preparing his unit bid price. Due to large variations in the length of concrete piling driven, the contractor was left with a very large amount of concrete pile cutoffs to dispose of. This large increase in pile cutoffs above that anticipated by the contract increased the cost of disposal to the contractor.

A copy of the Engineer's cost juctification is attached.

This claim settlement was tentatively recommended for approval by the Federal Highway Administration Assistant Division Bridge Engineer December 11, 1973.

Your approval as of December 11, 1973 is requested.

Attach.

BMW:dg

7151

5

DEPARTMENT OF JUSTICE

Memorandum

TO: File (J64)

DATE: September 28, 1973

FROM: Jack L. Sollis, Assistant Attorney General

SUBJECT: Contractors Claim
Contract No. 7151

On Wednesday September 5, 1973, the Contract Claims Review Board consisting of Al Johnson, Deputy State Highway Engineer; Ed Hunter, Assistant State Highway Engineer; Bob Schroder, Assistant State Highway Engineer; Vern Skoog, Controller; John Bond, Construction Administration Engineer; and the undersigned, considered three claims on the above contract.

It was decided to offer settlements on the first two claims in the amount of $6,700 for the driving of steel piles and $6,500 for the handling of disposal of concrete pile cutoffs.

On the third claim which involved the building of cofferdams and the placing of permaseals in order to install peer footings the board decided to deny the claim. The claim was based on a provision written on the plans which provided for the contractor to "pour against undisturbed material as related to six footings in the contract that were affected by adverse weather." The contractor was attempting to place the footings in January and February in 1969 and the wether was extremely wet and the ground was extremely fluid.

The test hole diagrams on the plans indicated that the water level was above the bottom of the footings and that the contractor could therefore anticipate problems if he worked in this area during damp season. The test holes were taken in October. The contractor based his claim on the fact that when he got down to place the footings by glory holing the area he ran into water which he was unable to dispose of. He had a geologist check and made a determination that the use of well pourings would not work to reduce the water table and after several attempts at various methods finally secured permission from the resident engineer to drive sheet piling or permaseal and proceed with the work. The engineer authorized the use of sheet piling as a substitute for the requirements of pouring against undisturbed material.

As regards footings that were placed above the water table at the same time of the year the soil was stable enough that they were able to pour against undisturbed materials and pictures of the area indicate that insofar as soil above the water table was concerned it was stable enough for this purpose.

It was the conclusion of the board that the contractor could have waited until the weather had cleared up in the spring and the water table had lowered a few feet and then dug out the subgrate of the highway of that area to a place where the water would drain could have dug a drainage ditch and drained all of the water out of the area to a sufficient level where they could have poured against undisturbed material without all of the added cost that was necessitated by setting all of the sheet piling and necessary materials and doing it in the dead of winter when it was raining and the water table was at its highest point.

It was the boards conclusion that the contractor had taken the option of doing the work in the winter at a higher cost and that this option was his alone and was not required by the terms of the contract or by the resident engineer and therefore any added cost was solely his.

7151

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

NOTED
A. E. JOHNSON

September 6, 1973

NOTED
H.S. COULTER

Guy F. Atkinson Company
P. O. Box 259
Long Beach, California 90801

ATTENTION: Mr. R. J. Dodson

RE: Tualatin River-Pacific Highway Section
Contract No. 7151

Gentlemen:

The Claims Review Board has completed their review of the three structure related claims which were presented before them on June 6. The Board's decision is to sanction adjustments on two of the claims in compromise lump sum amounts. These are the claims for (1) Driving Steel Piles and the amount of adjustment sanctioned is $6,700; (2) Disposal of Concrete Pile Cutoffs, amount of adjustment $6,500. A lump sum compromise settlement of these two matters for the amount of $13,200 is hereby offered.

The third claim relating to structure footings is denied in its entirety.

If you wish to accept the lump sum settlement of the first two claims, please advise and a price agreement will be submitted to you promptly.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

RECEIVED
STATE HWY ENGR
SEP 7 73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JAB:fw

bc: A. E. Johnson
Walt Hart
L. W. Rulien
A. C. Harwood

Form E-123

7151

5

August 9, 1973

Fidelity & Deposit Co. of Maryland
3005 First National Bank Tower
Portland, Oregon 97201

Gentlemen:

A 5th post-final payment for $21,190 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

The total amount paid on this contract will be $9,101,967.38 including the post-final payment. Of the total, $55,327.35 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

Guy F. Atkinson Company
P. O. Box 318
Tualatin, Oregon 97062

Attention: Ray E. Webb
Project Superintendent

Guy F. Atkinson Co.
P. O. Box 471
South San Francisco, Calif. 94080

Attn: T. F. Foran
Chief Accountant

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
L. W. Rulien

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1973

Guy F. Atkinson Company
Highway and Marine Division
P. O. Box 259
Long Beach, California 90801

#7151

NOTED
A. E. JOHNSON

RE: Tualatin River-Pacific Highway Section
East Portland Freeway - I-205
Clackamas County
Bridge Nos. 9739, 9741 and 9743B
Claim 4
Additional Welding Costs

Gentlemen:

Negotiations with your steel fabricator, American Bridge, relative to the subject claim have resulted in a settlement figure of $21,190. This is understood to be complete and final settlement of all claims relative to the welding work including any claims for interest and any delays which may have been experienced on the overall project schedule.

It is understood that American Bridge had your authority to negotiate and settle the claim in this manner.

A price agreement covering this negotiated settlement is attached for your approval. One signed copy should be returned to this office. After formal approval by the Highway Commission, payment can be made by post-final estimate in the same manner as contract final estimate payments are made.

Your patience and cooperation in settling this matter are appreciated.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

Enc.
bc: A. E. Johnson
H. S. Coulter
Walter J. Hart
L. W. Rulien
A. C. Harwood

RECEIVED
STATE HWY ENGR
JUN 15 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mat 4

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 26, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT Out-of-state Structural Steel Inspection Costs

Cy- Edwards
[illegible]
6-2-72

Attached is a tabulation showing structural steel inspection costs on certain contracts as performed by outside agencies.

The tabulation also shows an estimated cost for inspection using Oregon State Highway Division personnel. The tabulation indicates that inspection by Oregon Highway personnel would be slightly less than the cost actually incurred except in two instances. Inspection by the State of Utah on Contract 7539 was at an exceptionally low rate of $2.95 per ton. This is considerably below our estimate for inspection by Oregon state personnel and probably reflects the fact that several projects were being fabricated simultaneously. Inspection by Pittsburgh Testing Laboratory for Contract 7389 was done in Japan at a rate of $17.50 per ton. Our estimate for inspection by Oregon state personnel in Japan is slightly higher at a rate of $~~18.40~~ 19.50 per ton.

The following items were used in estimating inspection costs by Oregon State Highway personnel:

A. Inspector's basic salary plus 27% payroll burden.

B. Expense account allowance of $15 per day.

C. Transportation costs.

D. Miscellaneous Expenses.

E. Supervising engineers' periodic on-site inspections.

Under Item C, Transportation costs, it is assumed the inspector would use an Oregon State Highway Division vehicle while on the job and to transport himself to and from the fabrication plant, providing the plant is within the continental United States. One hundred dollars per month is allowed for use of the state-owned vehicle. In Japan a rate of $200 per month is used. This is lower than the price quoted by commercial rent-a-car companies.

NOTED
A. E. JOHNSON

However, it is felt that transportation arrangements in Japan can be made within the amount allowed. Travel to and from Japan by air is also included.

RWE:ag:dh
Attachment

cc John Jenkins
J. H. Wood

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STRUCTURAL STEEL INSPECTION COSTS

Following are inspection costs for several selected projects.
PTL = Pittsburgh Testing Laboratory

Contract	Name	Inspector	Type	Cost	Estimated Cost for Oregon State Inspection
7151	Tualatin R.-Pacific Hwy.	Calif.	Fab.	15.00/Ton	$13.44/Ton
7276	Fremont Superstructure [Str. Steel only - no castings. Fab. in Calif. & Indiana]	PTL	Fab.-Paint	9.91/Ton	11.84/Ton
7337	LaGrande	Northern Testing Boise	Fab.	18.22/Ton	13.21
7539	Richland Int.-S.Baker Int.	Utah	Fab.	2.95/Ton	14.32
7389	Gladstone Int.-Oregon City [Fab. in Japan]	PTL	Fab.-Paint	17.50/Ton	19.50

7151

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 23, 1973

Mr. R. J. Dodson
Highway Division Manager
Guy F. Atkinson Company
P. O. Box 259
Long Beach, California 90801

RECEIVED
STATE HWY ENGR
MAY 24 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Dear Mr. Dodson:

This will confirm the time of 1:15 P.M. Wednesday, June 6, 1973 for your meeting with the Highway Division Claims Review Board regarding structures claims on Contract No. 7151, the Tualatin River-Pacific Highway Section of the East Portland Freeway. The meeting will be held in Room 120 of the State Highway Building in Salem.

Also confirming our conversation, you are to promptly forward to me updated information as to the amounts and basis of the claims to be considered.

Very truly yours,

NOTED
A. E. JOHNSON

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: A. E. Johnson - This involves two subcontractors. More details will be forwarded prior to the meeting.
E. S. Hunter
R. L. Schroeder
V. E. Skoog
Walter Barrie
C. G. Swenson
L. W. Rulien
Robert Ellison

FORM E-30 (REV 10-69)

RECEIVED
STATE HWY ENGR

JAN 30 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: January 29, 1973

SUBJECT:

To: A. E. Johnson
Deputy State Highway Engineer

L. E. George

FROM: L. E. George
Traffic Engineer

SUBJECT: Federal Highway Administration Maintenance Inspection
Tualatin River -- Pacific Highway Section
East Portland Freeway

Mr. W. N. Bryant's inspection report on the above subject contained two points pertaining to signing.

The overhead guide sign in advance of the I-205 and I-5 Interchange was included in the plans at a time that this was to be a direct slip type of design. Subsequently, the I-205 to northbound I-5 leg was changed to an off-ramp type leg and the sign plans were not changed. It is suggested that the "KEEP LEFT" portion of the message on the Salem sign be removed, & change "Keep Right" to "Next Right".

The second point has to do with the position of the road markers and cardinal direction markers on signs installed on an overcrossing structure. This sign layout was used in order to minimize the height of the signs. At the time the plans for this section were developed, we were limited to a maximum sign height of seven feet for signs on overcrossing structures. It is not believed that the sign layout causes difficulty and it does present a more pleasing appearance to the driver than would a table sign which would tend to destroy the appearance of the structure.

VPJ:sv

RECEIVED

FEB 6 1973

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 30 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE January 29, 1973

TO A. E. Johnson, Deputy State Highway Engineer

Frank L. Hall

FROM Frank L. Hall, Design Engineer

SUBJECT West Linn-Tualatin River Section
Tualatin River-Pacific Highway Section
East Portland Freeway
FHWA Maintenance Inspection
Portland Cement Concrete Pavement

Mr. W. N. Bryant, FHWA Area Engineer, has written a report of a maintenance inspection over subject highway sections in which he finds some failures of construction joints relating to possible faulty design as well as construction deficiencies.

On January 26 I went over these sections and found substantially the same conditions described in the report. However, expansion joints at the anchored ends of the continuous reinforcement showed only spalling of the edges of the joints.

Mr. Bryant has made some suggestions to correct the situation by a "stay-in-place" header board, high early-strength concrete, increasing the quantity of transverse steel, additional vibration and stressing surface smoothness at the joints.

The fact that the expansion joints are not deteriorating discounts the use of more steel. A permanent header board could be of some value but would complicate construction and possibly result in a rough joint. The stressing of surface smoothness and adequate vibration are valid suggestions that are now covered in our present specifications.

Examination of samples of the broken concrete at the joints shows evidence of poor vibration. It is my conclusion that the distress of the concrete at these joints is due to construction deficiencies and I do not believe a design change is warranted. The addition of an extra sack of cement per cu. yd. in the concrete batches delivered at both expansion and construction joints would give additional strength and early curing. This practice is covered in our specifications now and can be required of the contractor by the project engineer.

FLH:jn

cc: OSHD (A E [illegible] son)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Maintenance Inspection	DIVISION Oregon
DATE OF INSPECTION 12/27/72	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. See below

IN COMPANY WITH
Don Haller, Regional Maintenance Engineer, OSHD.

COPY SENT
JAN 17 1973
REGIONAL OFFICE

REMARKS

SCOPE OF INSPECTION

The purpose of this inspection was to review the maintenance operations and procedures used by the State Maintenance, District 2B, on Federal-aid routes within their jurisdiction and to evaluate the overall effectiveness and adequacy of this maintenance in accordance with the requirements of PPM 21-11 and other established procedures. In addition, the design and construction features as well as maintenance problems being encountered were reviewed to determine what changes could be incorporated into future projects to eliminate or reduce maintenance costs and/or improve safety without significantly affecting the performance or appearance of the highway.

The facility inspected was that section of I-205 between I-5 and the City of West Linn; MP 0.00 to MP 9.13. The corresponding Federal-aid projects completed within this section were I-205-7(11), I-205-7(12), I-205-7(15), I-205-7(17), I-205-7(18), and I-205-7(20).

FINDINGS AND RECOMMENDATIONS

The maintenance as observed on this route is in general considered satisfactory. The overall appearance and rideability of this section of Interstate is considered very good. The roadside, pavement, drainage facilities, and traffic control devices are being maintained in a satisfactory manner. The following findings and recommendations pertain to design and construction procedures which should be given further consideration on future projects:

FINDING

An existing overhead guide sign installation (see photo #1) located in advance of the I-205 to I-5 interchange contains nonstandard messages which in effect results in unnecessary lane changes taking place. The signs indicate that I-5 North traffic must be in the right lane and I-5 South traffic must be in the left lane. The interchange, however, is fully directional and designed so that both lanes continue through the gore area (see photo #2) with northbound traffic making a normal exit maneuver (no lane drop). The next sign beyond the gore area (see photo #3) requires traffic to merge right prior to entering I-5 southbound.

During normal routine travel through this area numerous unnecessary lane changing has been observed (such an unnecessary maneuver is shown in photo #1).

(more)

NOTED
F. B. KLABOE

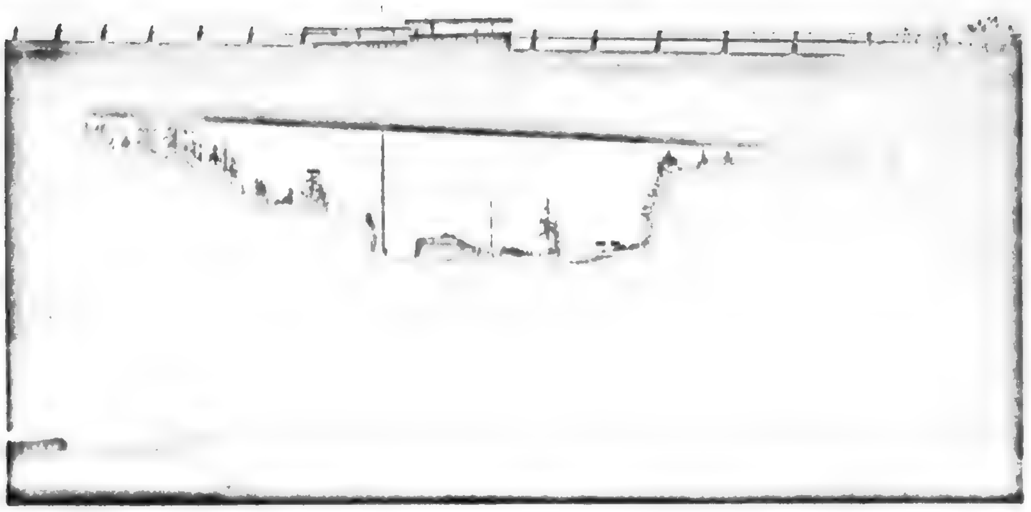

Photo #1

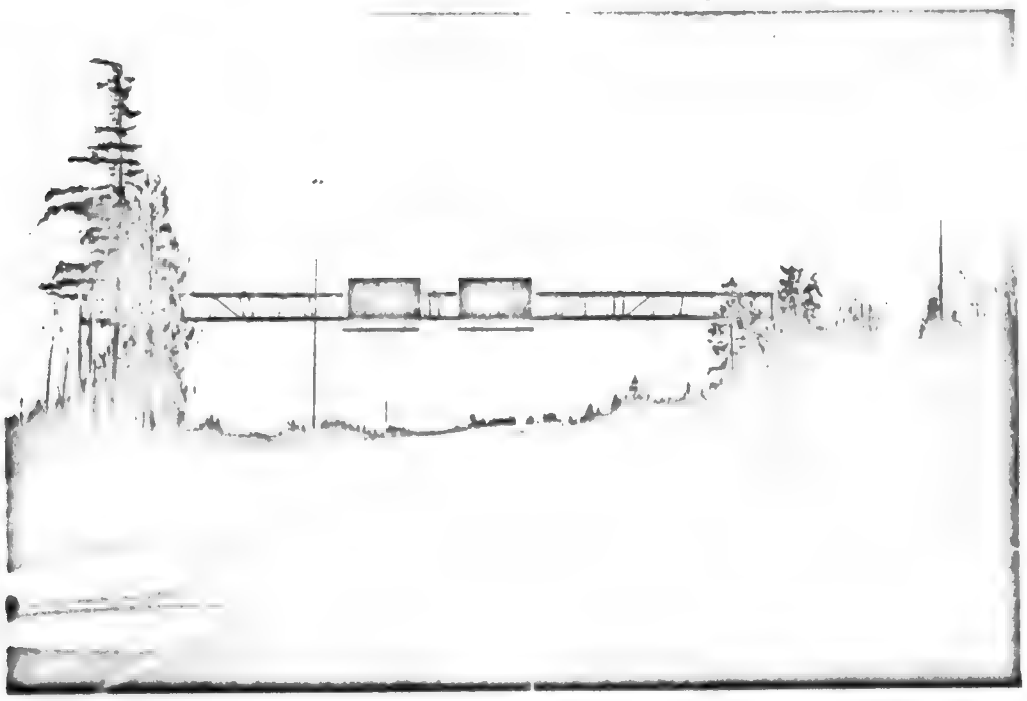

Photo #2

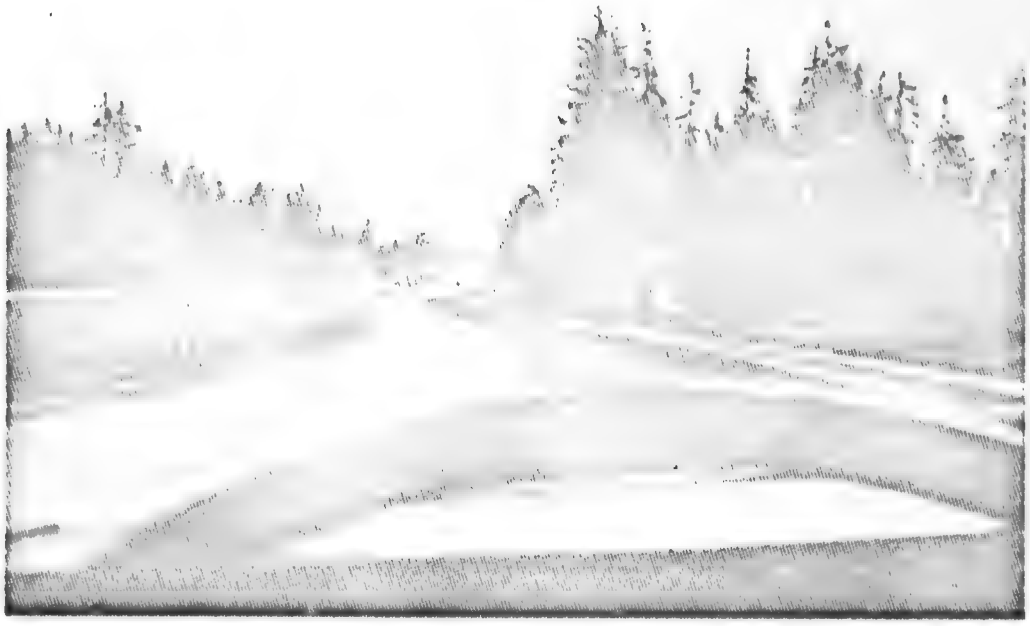

Photo #3

RECOMMENDATIONS

It was recommended that as a minimum the word message "Keep Left" be removed to eliminate unnecessary lane changing at this location. Mr. Haller agreed and indicated he would attempt to get the message removed. It is further recommended that the message "Keep Right" be changed to the standard message "Next Right".

FINDING

Photo #4 shows another sign which is considered nonconforming. The prescribed horizontal and vertical sequences for route markers, cardinal directions, destination names, and arrows were not followed. In fact the most important component of the sign, the route marker, has for all practical purposes been lost due to its position on the sign panel.

Photo #4

RECOMMENDATION

✓ It is strongly recommended that the prescribed horizontal and vertical sequences for route markers, cardinal directions, destination names, arrows, and other components of sign displays be closely followed on all future projects.

FINDING

Photos #5, 6, and 7 show a serious maintenance problem which is just beginning to develop in the area of the construction joints of the continuously reinforced portland cement concrete pavement on this section of Interstate freeway. Similar but more extensive expensive maintenance problems have been encountered at such joints on other CRCP throughout the State during the past several years. This condition appears to be the result of both design and construction deficiencies which result in the development of a weakened plane in the immediate area of the joint at or near the level of the reinforcement. Under repeated impact loading the concrete is fractured and eventually destroyed. This condition not only results in an expensive maintenance problem but constitutes a serious safety hazard as well.

Photo #5

Photo #6

Photo #7

RECOMMENDATION

It is recognized that such spalling adjacent to construction joints is generally the result of poor construction practices. While particular emphasis should be placed on methods and practices used during construction it appears that some minor design and material changes may be necessary in order to substantially reduce or eliminate this condition. It is recommended that consideration be given to the following modifications on future projects:

1. Development of a "stay-in-place" header board. The present practice of removing the temporary header board (usually 10 hours or less after placed) undoubtedly results in detrimental cracking of the relatively weak concrete near the joint due to unneccessary movement of the longitudinal steel.

2. Specification revision to require that the cement used in the concrete mix placed near the joint, at the end of the run, be of a high early-strength type.

3. Increasing the quantity of transverse steel in the immediate area of the joint in order to increase its resistance to impact loading.

(more)

4. Increased emphasis should be placed on the care necessary in forming the joint to assure that the reinforcement is not displaced, distorted, or otherwise disturbed as well as the extreme care necessary at the recommencement of work to prevent disturbing the bond between the reinforcement and previously placed concrete. The need for careful and in most instances additional vibration and consolidation of the concrete near the joint should also be emphasized.

5. Surface smoothness of joints is not only very important in obtaining a satisfactory riding surface, but is considered essential to the preservation of the pavement itself since any irregularities sufficient in height or depth to result in a perceptible impact as traffic passes over them produces a very detrimental effect on the pavement. For this reason, it is recommended that the present specifications regarding surface smoothness of joints, transverse joints in particular, be stressed and/or reinforced.

RECEIVED
[illegible] 1972

FORM E-30

7151

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 5, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Tualatin River to Pacific Highway Section
East Portland Freeway
Contract 7151
Contractor's Claim No. 3 (Shoring, Cribbing, and Seals)

Today I discussed with Leonard I. Lindas the contractor's claim for shoring, cribbing, and seals on the subject project.

It is his opinion that the subsurface material and water table indicated on the foundation logs should have alerted the contractor to the fact he would be unable to excavate vertically in the material without proper preparation. The note on the plans indicating that the sides of the footings should be poured against undisturbed material, combined with the subsurface information, would indicate the need for dewatering in order to allow pouring against undisturbed material.

Since it would be possible to use well points to accomplish this an impossible situation was not indicated and the contractor is responsible for placing the footings in the materials shown. The fact that he elected to use a system other than well points to install the footings does not relieve him of this responsibility.

It is Leonard Lindas' opinion that the claim for shoring, cribbing, and seals should be denied.

RWE/ag

cc A. E. Johnson
L. I. Lindas
E. L. Hardt

RECEIVED
JAN 8 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

5

Form FHWA-121 (1-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 19, 1972

In reply refer to: 10-35-DA

7151

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River-Pacific Highway Section
Proposed PGE Permit

Mr. Cartwright's December 14 letter submitted additional file data pertaining to the proposed permit to be issued to Portland General Electric Co. covering a 15KV aerial crossing of the freeway at Meridian Road.

This section of freeway has been declared a scenic route and as a result a considerable amount of taxpayers' funds have been used in acquiring both scenic easements and excess property immediately adjacent to the roadway in order to maintain and preserve the outstanding aesthetic quality of the route. It would seem inappropriate, therefore, to disregard the present investment and permit the proposed installation simply because it is somewhat more expensive to install the crossing underground rather than overhead.

PPM 30-4.1 is quite specific regarding justification for new aerial installations at such locations. Since the information submitted to date does not satisfactorily support the need for an aerial crossing at this location and because the permit is incomplete regarding general design features such as the number of lines, vertical configuration, and type of materials to be used the request cannot be approved as submitted.

RECEIVED
STATE HWY ENGR

DEC 21 '72

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-22-72
REFERRED TO

DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 7, 1972

In reply refer to: 10-35-DA

7151

FROM : G. L. Green, Division ~~Engineer~~
for Salem, Oregon

SUBJECT: Oregon Project I-205-7(12)290
Tualatin R.-Pacific Hwy. Sec.
Proposed Permit

NOTED
A. E. JOHNSON

Noted
Keasey
Litchfield
Hagemann 11-9-72
Rubin 11-10-72

Mr. Hagemann's October 31 letter requested approval of a permit to be issued to Portland General Electric Co. covering a 15kv aerial crossing of I-205 at Meridian Road.

This section of I-205 has been declared a scenic route and as a result a considerable investment of both Federal and State funds have been made acquiring scenic easements immediately adjacent to the Meridian Road crossing and elsewhere along this section in order to maintain the oustanding aesthetic quality of the route. Accordingly it is appropriate that positive efforts be made to protect this area from additional aerial crossings of utilities. For this reason we are unable to approve the request as submitted.

The original construction contract for this section provided for the installation of conduits in the structure under Bid Item #107, Install PGE Conduit, in the bid amount of $3,200. A subsequent letter from PGE dated September 10, 1968 indicated that they did not want conduits installed in the Meridian Road structure. This would indicate that PGE had no plans for a crossing at this location or that a suitable alternate location existed.

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info | Ans | R/D | DIR | Sign | Act | Re

11-9-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 29 1972
FOR FILING

7151

September 29, 1972

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1223 Failing Building
Portland, Oregon 97204

Gentlemen:

A fourth post-final payment for $100,000 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $9,080,777.38 including the fourth post-final payment. Of the total, $55,327.55 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Guy F. Atkinson Company
P. O. Box 471
S. San Francisco, California 94080

Attn T. F. Foran, Chief Accountant

Guy F. Atkinson Co.
P. O. Box 318
Tualatin, Oregon 97062

Attn: Ray E. Webb
Project Superintendent

Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

5

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OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7151

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Claims Settlement, Contract No. 7151**
Tualatin River-Pacific Hwy. Section, I-205

Guy F. Atkinson Company, contractor on the subject project on the East Portland Freeway, has made claims for additional compensation related to both structural and grading items performed under the contract. A four-part structural claim is still being analyzed and involves some complex issues. A two-part grading and drainage claim originally presented in a total amount of $238,304 has been analyzed and negotiations toward an adjustment have been carried on with the contractor over several months.

The excavation claim arises because of changes from the plan grades and typical section which were ordered by the State. This was necessary at a comparatively late stage of the work in order to obtain sufficient excavation materials to build the required fills. These changes added over 130,000 cubic yards of excavation to the contractor's work and also caused the contract item for excavation to overrun the contract quantity.

The contractor has shown, and our analysis has substantiated, that this added excavation was performed at a cost significantly more than what the contractor was paid under his bid items. We have reached a compromise settlement of all claims, except those related to structures which are still pending, for the lump sum amount of $100,000. This is believed to be an equitable adjustment and its acceptance is in the State's interest. We have the concurrence of the Federal Highway Administration, agreeing to participate with Interstate funding. Your approval of the claim settlement is requested.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

JAB:sat dps

[illegible]
SEP 5 - 1972
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7151

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 31, 1972

Federal-aid Project
No. I-205-7(12)290

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7151 Price Agreement No. 48

Project Tualatin River-Pacific Highway

Highway East Portland Freeway

Counties Clackamas and Washington

The Agreement covers settlement of claims related to excavation and drainage work performed under the contract. Changes from plan grade and typical section were ordered by the State in 1970 and this increased excavation quantities required to complete embankments. The contractors claim was made for all costs incurred in excess of the bid item payments.

Attached is a copy of the documentation and justification of cost by the Construction Section.

This settlement was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 25, 1972.

Your approval as of August 25, 1972 is requested.

Attachments

JK:kds

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7151

DATE August 3, 1972

TO
Mr. Glen L. Green, Act.Div.Engr.
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM
George M. Baldwin
Administrator of Highways
By

A. E. Johnson
Assistant State Highway Engineer

SUBJECT
FHWA Audit Report 72-835-3
Payment for Piling

Portions of the pile driving records for three projects have been questioned by Federal Highway Administration auditors as to eligibility for federal participation. The amount questioned is as shown on Audit Report 72-835-3, pages 7 through 12, and pertain to the following projects:

Milwaukie-Harmony Road Interchange
Contract 7089 FAP No. US271(8)

Tualatin River-Pacific Highway Section
Contract 7151 FAP No. I-205-7(12)290

Wilsonville Intch.-Hubbard Intch. Section
Contract 7128 FAP No. I-5-5(40)284

The information required, in accordance with paragraph 2-a of page 11 of the Audit Report, is attached in the form of copies of letters from the Regional and Resident Bridge Engineers who were responsible for the projects. These letters are explanations by the Engineers of the methods used in computing pay lengths for piling and reasons for using the methods.

It is noted in reviewing these letters that the basic method of record keeping for piling is the same for each of the projects, but was varied by the Engineer for each project as dictated by variations in the individual job specifications, pile requirements, working conditions, and other circumstances. Our

Standard Specifications do not clearly define payment for pile lengths if they are other than Order Length piling. Although instructions have been issued to the field regarding the general form of records to be kept in the Field Pile Books, the instructions do not cover all of the many variations in actual conditions encountered in the field. The Resident Engineers have tried to record these variations to the best of their abilities.

To help understand the methods of payment used by the State in conditions not specifically covered by the Standard Specifications, the following policies have been used by the State for a number of years:

1. Order Length piling are paid for by the State if the contractor furnishes the full Order Length. If less than the Order Length is furnished by the contractor for an individual pile, only the length actually furnished is paid for. This condition often occurs where a few full Order Length piling have been driven and it has been determined that the required bearing can be obtained with less than full Order Length piles, and use of full Order Lengths would be wasteful.

2. Where the required pile bearing is not obtained with the Order Length pile, and the use of extended piles with Pile Splices is required, only the actual length of the pile extension is paid for, in addition to the original Order Length to which the extension is made. Under these conditions all pile cutoffs from the extensions remain the property of the contractor, regardless of length, if the extension was fabricated from material furnished by the contractor. If the extensions are fabricated from cutoffs from Order Length piling previously driven, cutoffs from the extensions remain the property of the State, having previously been paid for as part of the Order Length pile.

3. If pile lengths longer than Order Length are furnished by the contractor and only the Order Length or less is incorporated into the structure, only the Order Length is paid for by the State. If, however, bearing is not obtained within the original Order Length of pile, and additional length is driven to obtain bearing, the actual length incorporated into the structure is paid for, with the resulting cutoff remaining the property of the contractor. No Pile Splice would be allowed under these conditions unless actually required and performed by the contractor.

It can be seen that under the conditions of paragraph 3 above, record keeping can become extremely involved, since pile cutoffs from piling driven to less than original Order Length can be partly owned by the State with the remainder owned by the contractor. This becomes further complicated if this cutoff is used as a pile extension resulting in an additional cutoff.

All of the above conditions were encountered on the subject projects and were recorded by the Engineers as they saw fit. Some mathematical errors and oversights have been encountered in this review due to the complexity of the work, but these should easily be resolved.

We hope that the required information has been furnished.

JD:DH
Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Paul Hatcher

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

Routing

Keasey	RECEIVED	Pease
Bond	JUL 31 1972	Glenn
Walker		Litchfield
Johnson	CONSTRUCTION SECTION	Berg

DATE: July 28, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM:
A. C. Harwood
Regional Construction Engineer

SUBJECT: Federal Highway Administration Audit Report
Payment for Piling
Contracts 7089 7128 7151

This letter is written in reply to the comments contained in the Federal Highway Administration audit report, 72-853-3, relating to payment for piling.

The first paragraph, page 7, indicates the States method of paying for piling furnished demands accurate accounting. I can only point to data contained in the report as an indication that accurate accounting was kept.

Total length purchased on three jobs	128,594 feet
Credited to job, cutoffs over 20 feet	-1,290 feet
Length charged to job	127,304 feet
Length in ground	123,982 feet
Length not specifically accounted for (loss in fresh heading and cutoffs less than 20 feet in length).	3,322 feet
Number of piles driven	1,673

This is less than 2 feet per pile not specifically accounted for.

I submit that our accounting and utilization of piling purchased was very good. In reply to the specific items beginning on Page 8 -

1. "Quantity shown on final pay estimates computed on basis other than specified in special provisions".

Pay was made on the basis of the original or revised order length when the order length was furnished and the disposition of the cutoffs was made in accordance with the contract documents. When lengths furnished were less than original or revised order lengths or when the disposition of the cutoffs was

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BRIDGE DIVISION

other than specified in the contract, pay was made for actual length driven in, plus cutoffs handled, [illegible] in accordance with the specifications and fresh heading loss up to three feet

The only time longer than order length piles were paid for was when the longer piles were needed to develop bearing. To simplify, I would say that the State got what was needed to comply with the bearing requirements in the contract documents and the State paid only for what it got.

1a I-5-5(40)

This contract, the Willamette River Bridge at Wilsonville, was set up on a different basis than the other two contracts. The Special Provisions did not set forth specific order lengths for each pier, rather a total length was given for bidding purposes, along with the authorization to order a portion of these lengths in 60 foot pieces.

The contract then specified that two pile would be driven in each pier and the order length based on information from these two test piles.

The contractor furnished piles in 60 foot lengths and made them up into piles longer than order lengths to avoid the necessity of driving under water. The cutoffs then were, on occasion, claimed by the contractor and a number of them, due to the collapse of the coffer dam, were lost. Payment was therefore made for length of pile in the ground, plus fresh heading, plus salvage disposed of in accordance with the the specifications up to the order length.

Furnishing longer than order length piles at the contractors expense to accomodate his driving procedure time is in accordance with Section 403.36 of the Specifications.

I am not sure what is meant in the report by the statement, "That the States driven lengths were increased or decreased without explanation". It is unclear as to whether this means that driven lengths, as recorded in the pile book and incorporated in the project, was changed in the pile book or if the length of pile driven was changed from the order length. The need for changing of the order length, I believe, has adequately been discussed. If the statement refers to changes in recorded length of pile driven, these changes were possibly made due to inconstancies in the way the lengths were recorded. Some were recorded in feet and inches and some in feet and tenths. In his letter, copy enclosed, Resident Engineer Mueller indicates the lengths were rounded off to the nearest ½ foot. Possibly this is what is referred to.

The other explanation for a change as recorded for driven length would be that the driven length, particularly if the cutoff is made under water, is a computed figure based on the length of pile in the leads and the measured length of cutoff. Possibly there was an arithmetical error made in this computation in some instances.

1b I-205-7(12)

On this project, the Tualatin River, Pacific Highway Section, the majority of the order list pile did not produce the specified bearing. When the bearing in a footing was not obtained, it w[illegible] not practical to immediately [illegible]and new order length piles. It was necessary to pay for and utilize the piles already furnished and to obtain additional pieces in lengths which were available from the suppliers or by shifting piles from one location on the project to another to keep the job going, thus avoiding potential clam while revised length piles were being ordered and delivered. The auditors report, indicating furnished length of pile paid for was determined by using original order length, revised order length and length driven, plus cutoffs turned over to the State and fresh head in a single bent is correct.

1c US-271 (8) Milwaukie Harmony Road Project

Again order length piling, particularly in the first bents driven, did not produce the required bearing. Some shifting of pile to utilize lengths furnished was therefore necessary and fortunately in a number of instances, the contractor had delivered piles in lengths greater than specified. For example, standard lengths are 60 feet. Where a 55 foot pile was specified, the contractor, rather than cutting off and wasting five feet, furnished the pile in a 60 foot length. When the additional five foot was not required to obtain bearing, the original order length was paid when it was required the actual furnished length was paid. When driving indicated the majority of the piles would be more than 55 feet to produce bearing the order length was revised. Other comments made above relative to the I-205 project concerning pay lengths also apply to this project.

While specific approval for changing the lengths of pile was not obtained from Federal Highway Administration personnel they were aware that pile length changes were being made and were kept advised of problems in obtaining required bearing. On the I-205 project federal participation was obtained for moving of piles from one location to another to provide longer lengths. This office was kept advised of revisions in order length and the bridge office in Salem was also made aware of problems and on numerous occasions made recommendations as to what the revised order lengths should be. Advance approval for changes in pile quantities in order to obtain specified bearing is normally not practical and often is not possible. I have looked at this type of a change as being a quantity change and as having some latitude in the matter.

2. I can't deny that tracing pile cutoffs used for splicing is very difficult. The pile books do identify state owned cutoffs which are used as splicing material. There is the possibility that a state owned cutoff could be paid for the second time, however, this possibility is very slight and our checking system which demands at the end of the job that the length in the ground, plus cutoffs equal pay length precludes the possibility that a large amount of double pay could occur. Also on these projects, with less than two feet of cutoffs per pile, there is not much possibility of any duplication of payment.

3. Changes in the original entires. This has been previously discussed in this letter and is discussed in the accompanying reports from the Resident Engineers. I believe this is adequately explained, at least all of the changes which I am aware of.

With regard to the recommendations:

Item 1 Another method of determining pay quantity for piling would certainly simplify record keeping, reduce the possibility of erronous payment and could be devised to reduce the possibility of claims in connection with pile driving, however, it probably would not result in any reduction in cost for a job. As the burden for accepting cutoffs without pay is shifted to the contractor, his prices would certainly increase. There would be some definite advantages to any system which would insure maximum federal participation.

Item 2A I feel that adequate justification for the method of determing length of pile furnished is contained herein and that all piling paid for has been adequately accounted for. On the three projects involved, credit has been given to the project for 1,290.6 feet of cutoffs in excess of 20 feet in length. The failure to credit the 40 feet referred to in the report was an oversight.

Item 2B Limit federal participation to pile in place. The Federal Highway Administration, in approving a project including these specifications, must be in concurrence with the policy of paying for cutoffs and lengths of pile destroyed in fresh heading. If the disposition of the cutoffs is in accordance with the specifications, the contractor is paid for these cutoffs and it does not seem reasonable that federal participation in payment for these cutoffs should be withheld.

It is hoped that somewhere in this rather long dissertation and the reports from the Resident Engineers, which are enclosed, necessary information to reply to the Federal Audit can be obtained. If more specific information is needed, I will need to have the pile record books returned to this office for additional extensive review.

ACH/bd
att

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 25, 1972

SUBJECT: FHWA Audit Report
Piling Payments
Contract No. 7151

To: Mr. L. W. Rulien
Regional Engineer
Milwaukie

This letter is written in response to your inquiry of May 15, 1972 with regards to FHWA Audit Report - Piling Payments - Contract No. 7151. In this Audit Report the FHWA asks the State to answer three questions concerning payment to the contractor for furnishing Steel 10BP42 Piles. The three questions asked were as follows:

(1) furnish justification for computing pay quantities on a basis other than provided in the contract agreement.
(2) furnish supporting information to justify the changes made in the original entries in the pile record books.
(3) credit the FHWA for all salvage pile cut-offs 20 feet in length or greater.

I will attempt to answer these questions in the next three paragraphs.

The Standard Specifications for Highway Construction 1964 are rather vague when attempting to define payment for furnishing steel piles beyond original order length. In reviewing these specifications the following related information was ascertained:

(1) Art. 403-3.6 Order List for Piling - "the contractor shall furnish piles in accordance with an itemized list, which shall be furnished by the engineer, showing the number and length of all piles."
(2) Art. 403-4.1 Basis of Measurement (b) Furnishing "the number of linear feet measured for pay quantity will be the total footage computed from the order list"
(3) Art. 403-5.1 Basis of Payment (a) Furnishing "payment for furnishing piling when made at the unit price bid for foot shall include full compensation for furnishing the piling and all material required therefore ready for placement, and for all labor, tools, hauling, equipment, handling, treatment and all other work incidental to the construction of the piling prior to driving."

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
MAY 26 1972
☐ TE ☐ UE ☐ DES ☐ SEC

All of the above specifications fail to give any guidance for paying the contractor for furnishing piles greater than order length. The pile lengths for Bridge Nos. 9743, 9743A had to be increased by 100 % in order to achieve the correct bearing. This increase was done by writing the contractor a letter revising the order lengths. Due to lengths in excess of 100 feet the contractor furnished shorter pieces which were spliced together at his expense in the pile driver leads. These pieces were spliced together as needed to achieve the required bearing. The lengths sometimes exceeded the revised order length and sometimes fell short of the revised order length. Because of this problem the contractor was paid for furnishing piles by the following three methods:

(1) When the revised order length was furnished, the contractor was paid the revised order length.
(2) When less than the revised order length was furnished and driven to bearing, the contractor was paid this shorter length.
(3) When greater than the revised order length was furnished, the contractor was paid the revised order length except when greater than this length was driven into the ground where upon that length plus fresh head was allowed.

All of the above methods were discussed with Regional people and most of the revised order lengths were designed by Bridge people in Salem. I do not recall discussing these methods directly with FHWA representatives but feel they were well aware of the serious overrun of steel pile lengths of Bridge Nos. 9743 and 9743A. In conclusion, the methods described were justified because there is no contract agreement covering the payment for furnishing piles longer than order lengths. Revising lengths to meet foundation conditions encountered has been done in the past so as to set a precedence.

I can recall the pile record books being altered after the fact due to two errors that were made in the field entries. These involved computing whether certain cut-off pieces were fresh-heads or scrap, and whether certain splice pieces should be shown as splices or as length furnished. Both of these changes had little to do with changing the basic computations. To my recollection these changes were made by crossing out the original entries and initialing the changes.

Due to the cumbersome method of keeping records and of the moving of pile cut-offs from one site to another it is not inconceivable that a 20 foot salvage cut-off was incorrectly tallied. I would have to review the pile record books in order to substantiate this oversight.

In conclusion, I hope the above information will be helpful in determining the circumstances and problems involved with pile driving for Contract No. 7151.

Please contact this writer for futher information and assistance regarding this problem if needed.

Jerry C. Street

Jerry C. Street
Resident Engineer

JCS:dr

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JUN 20 1972

STATE COPY

OSHE (AE Johnson)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

6-9-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

pk

REGION NO. 10 7151	REPORT NO. 10	COUNTY Clackamas and Washington	DIVISION Oregon
DATE OF REPORT 6-9-72	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. I-205-7(15)290
COMPLETION DATE 11-4-71	ACCEPTANCE DATE BY CONTRACT AGENCY 3-16-72	TIME ELAPSED %	CONTRACT TIME
APPROVED EXTENSIONS 10	LOCATION I-205 Jct. I-5 east to the Tualatin River		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 16 1972
REGIONAL OFFICE

cy Const 6-20-72

TUALATIN RIVER - PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
Landscaping

This project provided for the furnishing and placing of topsoil, trees, shrubs, and vines in the I-5, I-205 Interchange and along the freeway for a distance of 3.4 miles.

The contractor completed his original planting and all construction items on November 4, 1971, at which time he had exceeded his time by 45 days. The contractor was granted a 10 calendar workday extension based on Extra Work Order No. 2. He is being assessed liquidated damages accordingly.

The final cost of the project including engineering and contingencies was $86,553.97 which is an underrun of 4.0%. The resident engineer has satisfactorily explained all overruns and underruns.

NOTED
F. B. KLABOE

All of the required supporting documents have been submitted, and acceptance of the project is recommended.

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Approved
Asst. State Hwy. Engr.

6-19-72

cc young

NOTED
A. E. JOHNSON

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engineer Wallace N. Bryant		SIGNATURE Original Signed By G. L. GREEN Acting Division Engineer G. L. Green	
TITLE Area Engineer	DATE 6-9-72	TITLE Acting Division Engineer	DATE 6-13-

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

genl file.

FORM E-30-X 12-67

7151

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1972

SUBJECT: Tualatin River-Pacific Highway Section
Contract No. 7151
Grading Claims

To: MEMO TO THE FILES

FROM:
John A. Bond,
Construction Administration Engineer

A meeting was held in the Construction Engineer's office on May 5, 1972 with the following people present:

Dorm Taylor	Guy F. Atkinson Company
Herman Dauberman	Guy F. Atkinson Company
A. C. Harwood	Oregon State Highway Division
D. D. Rohrbough	Oregon State Highway Division
Edgar L. Johnsen	Oregon State Highway Division
John A. Bond	Oregon State Highway Division

This was the second meeting with this contractor concerning claims. This meeting was confined to discussion of just the grading claims, of which there are two, discussed separately as follows:

"G" Line Drainage - Claim amount is $20,013. Basis of this claim is that we caused a delay to the prosecution of the "G" Line drainage work which was ultimately done in late 1969 allegedly under poor weather conditions and at a higher cost than had the work been done earlier in the season. The problem was in getting the grading accomplished in the high water table area before the planned sub-drainage system and storm drainage system could be installed. Resident Engineer Rohrbough has prepared detailed charts of the progress of both grading work and the start of the drainage work from July through October of 1969, and these were reviewed. Apparently, there was concern during August at least as to whether the planned work would sufficiently dry up the area so that the surfacing and pavement would be sound. Several ideas were considered, such as lowering the pipes to get even further into the water-bearing soil, a well point system (and this appears to have been the contractor's suggestion), and possibly another perforated drainage line down the middle of the roadbed section (the plans already included a line down each side). During all of this time, the excavation was still not down to the subgrade level.

NOTED
A. E. JOHNSON

The only change ultimately made is covered by Price Agreement 22 which added 2,600 feet of 12-inch pipe to provide more carrying capacity from the perforated lines and inlets, and it should be noted that the agreed price of $3.50 per foot for this work was 50 cents higher than the bid price for the same similar type of work under bid item. At no time was the contractor formally given a stop work order on any part of the "G"Line work. There does not appear to be any clear set of facts showing that the State delayed the work or obstructed the contractor's progress. It was admittedly a difficult area to work in, and there was some apprehension as to whether the planned drainage would be adequate. There was never any discussion of changing the grade line, so the excavation had to be made down to the subgrade level in any event.

We also discussed the derivation of the contractor's money amount on this claim which consists of a comparison of alleged costs with an estimate of what it should have cost, which is in effect the bid prices. We cited that the equipment costs shown were at full AGC force account rates rather than any ownership rate, and further that some $3,000 of materials costs were suspect. We pointed out to the contractor that if the equipment component is scaled down to 60 to 70 percent of AGC rates and the material costs were eliminated, the claim would be reduced to something like $7,000.

The excavation claim was originally presented in the amount of $218,291. The contractor's representatives presented some revised numbers which they had developed since our last meeting. This reduced the claim down to a new amount of $172,274. We asked for copies of the contractor's typed material which he was referring to when he cited these numbers, but he told us they were merely reading notes and did not wish to give us copies.

This claim arises from our decision made in April, 1970 when it appeared there would not be sufficient excavation at the planned grades and sections to complete all embankments, and the contractor was instructed that certain widening and grade changing would be done to achieve a new balance. The grade change was in the Wanker Road area near the easterly end of the project. There was no clear distinction between the excavation and placement of plan material and the material involved in these section changes. The contractor admits that the added material was moved intermingled with plan work. The contractor claims that the added excavation was more difficult to perform and was therefore changed or added work associated with a change in the character of the work and at an increase in the unit cost.

General Excavation on the project,did overrun. Unit "A", on which haul was paid separately, overran 51,010 cubic yards or 4.9 percent. Unit "B" General Excavation, which was mainly at the west end of the project in the large I-5 Interchange complex and on which there was no separate haul payment, overran 25,909 cubic yards or 2.8 percent. This is a total General Excavation overrun from the contract quantity of 76,919 cubic yards. The contractor's revised adjustment quantity on which he seeks the added reimbursement via this claim is 142,140 cubic yards. A key point in the contractor's derivation of his claim is that all the excavation in 1970 was at a significantly higher cost than the earlier excavation.

I find that the excavation was 73 percent complete by the end of 1969. It was pointed out to the contractor also that on this claim he had used full AGC rates rather thn a cheaper ownership rate, and further that the listing of equipment and labor cost appeared to include hours for graders and what appeared to be finishing type work which properly should not be in an excavation cost comparison. The method used by the contractor in this claim derivation has been to compare an alleged cost with his recovery under the contract unit price. In other words, it is his alleged loss for the added excavation work. We believe the cost of the excavation in 1970 would have been higher than in 1969 in any event even without any changes in grade or sections. This is because the 1970 excavation did not last into the prime summer time and did not have the larger work areas to operate more economical spreads of equipment as in 1969. For instance, the weekly reports show production rates during August and the first half of September of 1969 of from 6,000 to 18,000 cubic yards per day utilizing as high as 14 scrapers and 15 trucks. There simply wasn't this kind of production work left to do in 1970, whether or not material was added by the State's changes.

The contractor emphasizes the last paragraph of Section 4-2 which refers to any increase or decrease in quantity resulting from changes in the typical section or grades as being referenced to the pertinent net or neat quantity set forth in the plans. We emphasize Section 9-5 which requires that there be a change in the character of the work or unit cost thereof arising from changes imposed by the State, before there is a basis for adjustment.

We told the contractor that in our opinion only it appeared the best place to show a change in character of the work would be in the below plan grade excavation where the grade was lowered in the vicinity of Station 1060 to 1085. This is in the vicinity of Wankers Corner. Some 33,600 cubic yards was added by this grade change as excavation below the plan grade and in the roadbed prisms only. I understand the median was also changed in this vicinity and was graded out to secure additional material there.

The contractor's representatives said they called their home office in California during the noon hour and were advised that they would have to find a better base quantity to start from as a basis for the claim adjustment than just the 33,600 cubic yards that we seem to be most sympathetic toward. Mr. Taylor then suggested that we recognize all the overrun, or approximately 76,000 cubic yards, and approximately half of the difference between that figure and the revised 142,000 plus cubic yards or a compromise figure of 111,000 cubic yards as the basis for a claim settlement. Mr. Taylor argued that some material added in the median area in the above-cited stations was just as bad as in the adjacent subgrade. They indicated that if we would agree to 110,000 cubic yard base adjustment quantity they might adjust their equipment rates down to 85 percent of the AGC rate, but made apoint that there should be an equipment abuse factor taken into consideration alleging that the nature of the excavation was harder on their equipment than usual.

The contractor's representatives then indicated that in the interest of securing a settlement, they would recommend to their people a lump sum $100,000 to settle all grading claims. This would be both the 'G"Line and the General Excavation claims. Although this was a significant concession on their part and to their credit indicates a desire to negotiate a settlement, the amount was still much higher than we had thought justifiable. We told them we would have to consider the matter further. I am sure that even revising the 1970 costs down to what can be justified, it will show that the contractor was absorbing a significant loss per cubic yard on the 1970 General Excavation. This coupled with the fact that the State did in fact make changesin the grade and typical section and that the contract quantity did overrun may provide a basis for an adjustment in favor of the contractor. We will make some further cost study in our office.

Mr. Taylor covers it quite well, I believe, when he says he just didn't need any more of that "good" material. Further response to the contractor is our next obligation. This contact should be to H. L. Dauberman, Guy F. Atkinson Company, South San Francisco.

JAB:fw
cc: A. E. Johnson
L. W. Rulien

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MAY 1 8 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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7151

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 9, 1972

TO L. Rulien
Regional Engineer
Region 1
Milwaukie

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT F.H.W.A. Audit Report 72-835-3
Payment for Piling

Attached is a copy of Page 7 through Page 12 of F.H.W.A. Audit Report 72-835-3, relative to payment of piling on the Wilsonville Interchange-Hubbard Interchange project, Contract 7128, Tualatin River-Pacific Highway project, Contract 7151 and the Milwaukie-Harmony Road Interchange project, Contract 7089.

This report describes findings of the F.H.W.A. auditors. On Page 11 under Paragraph 2a, the report requires the state to (1) furnish justification for computing pay quantities on a basis other than provided in the contract agreement and (2) furnish supporting information to justify the changes made in the original entries in the pile record books.

In order that we may answer these items, please have the projects reviewed and furnish to us information sufficient to explain the situation.

RWE/ag
Attach.

cc A. E. Johnson

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FORM E-30X 50M 3-63 40608

7151

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1972

NOTED
A. E. JOHNSON

SUBJECT:
Ultrasonic Inspection
Box Girders
Tualatin River - Pacific Highway
Contract #7151

To:
Walter J. Hart
Bridge Engineer
OFFICE

By letter of September 18, 1968, Mr. Ivan Merchant asked the Materials and Research Division to contact the California Materials and Research Department to ask them to inspect structural steel fabrication at American Bridge for the subject project. Mr. Eric Nordlin on November 26 quoted an inspection charge of $5.00 per ton plus 7% for administration. However, on January 21, 1969 Mr. John Beaton wrote Mr. White stating that because of the sophisticated design, requiring more than the usual amount of inspection, and because of the ultrasonic inspection, which had not been originally contemplated, the inspection costs would be changed to $10.00 per hour, plus 7%.

Ultrasonic inspection of the full penetration web to flange splices was requested in a letter from Mr. Merchant to Mr. Bill Cook of the California Materials Department on January 3, 1969. No acceptance or rejection criteria were defined. On January 17, Mr. Dave Berger and I had a telephone conversation with Messrs. Dennis Scharosch, ultrasonic specialist, and Mr. Vic Sayers of the California Materials Dept. in which the acceptance criteria for the full penetration welds were established. The acceptance criteria were recommended by California and had been used by them on their Coronado Bridge.

Welding procedure qualification test record K2758-SA for procedure specification B10-2(2) shows a sketch of the proposed full penetration weld. The edge of the web plate was prepared with a beveled edge extending 9/16" into the 3/4" plate from the obtuse angle side of the web (inside of the box). The root of this preparation was to be sealed with a manual pass and followed by a submerged arc pass. The weld would be completed by back grinding on the acute angle side of the web and making a second submerged arc pass. In conversation with D. S. Berger apparently about Feb. 3, 1969, it appears that the fabricator did have trouble making full penetration welds with the proposed procedure which would pass ultrasonic examination and on January 22, 1969, he revised his welding procedure. The new procedure called for three manual arc passes on the acute angle side of the web and four submerged arc passes on the obtuse angle side. (Test # K 2758 - MASA - 2&3)

From the outset, the ultrasonic inspection was considered to be for the purpose of establishing an acceptable procedure for the web to flange welds. The amount of ultrasonic inspection would be reduced as it was demonstrated that the fabricator was using a satisfactory procedure.

On January 31, I received a telephone call from Mr. Scharosch indicating that the ultrasonic inspection was working well and wondering if he was inspecting all that he was supposed to. After talking with Dave Berger I wrote Mr. Nordlin on Feb. 3, that only the full penetration welds attaching web to flange, tension or compression, were to be ultrasonically inspected.

The inspection procedures of January 17, also provided for radiographs in areas of suspected porosity or slag inclusions in the web to flange weld, with not less than one 17" film per 100 ft. of weld. On February 3, it was pointed out that these radiographs should be examined in the light of OSHD web splice requirements. On February 18, Mr. Scharosch called regarding the radiographs. He wanted to discontinue them because there was no porosity to record and he felt taking pictures of lack of fusion tended to under-mine ultrasonic inspection. The radiographs would not show the lack of penetration which was found ultrasonically. Permission to omit radiographs was given by D. S. Berger.

We have a copy of a letter from Mr. T. C. Roake to Mr. L. W. Rulien dated February 19, 1969. This makes reference to a letter from Guy F. Atkinson dated January 17, 1969 concerning ultrasonic inspection. We do not have the latter correspondence, but Mr. Roake's letter states that ultrasonic inspection is not an added contract requirement, to be covered under Article 9-6, but rather an allowable method of inspection covered by Article 410-3.22(608) to be paid for by the State under Article 410-3.22(108).

When I talked to Mr. Scharosch on March 8, 1972 about his instructions to the fabricator with regard to the full penetration T weld, he recalled that American Bridge did have to change the welding procedure as a result of the ultrasonic inspection showing lack of penetration. He said American Bridge had apparently intended to use large submerged arc welds, but the ultrasonic inspection showed this would not work. He did not know what type of inspection American Bridge had originally contemplated. Mr. Scharosch noted that during the first weeks of fabrication all welding was of poor quality. As the full penetration welds improved, so did the rest of the welding.

In a telephone conversation with Mr. Scharosch on April 1, 1969, he commented that American Bridge had complained about the severity of the ultrasonic testing during the first week or so of its use. However, careful excavation of the indicated defects demonstrated their existence and magnitude and the fabricator acknowledged the need for their removal.

A letter from Mr. Beaton to Mr. Merchant on April 2, 1969 on the subject of inspection of laminated areas on the bottom flange of girder 20G1 states:

> "This girder was one of the first fabricated, before the refined welding procedure had been established, and while the fabricator was having frequent problems with the welding. Underbead cracking was one of the early problems."

The records indicate that American Bridge did, in fact, change their welding procedure on the full penetration web to flange welds and the need for this change was demonstrated by lack of fusion found by ultrasonic testing. The ultrasonic testing also located defects, such as underbead cracking, which were strictly related to the procedure and not necessarily to the requirement for a full penetration weld. Underbead cracking could be a problem regardless of the degree to which penetration were obtained, and furthermore would be a problem not likely to be detected by radiographs.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1971

FOR FILING

I 205-1(2) 270
7151

December 6, 1971

Fidelity & Deposit Company of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $30,900 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

The total amount paid on this contract will be $8,980,777.38 including the post-final payment. Of the total, $95,327.55 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Guy F. Atkinson Company
P. O. Box 471
South San Francisco, California 94080

Guy F. Atkinson Company
P. O. Box 318
Tualatin, Oregon 97062

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

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DEC 31 1971
FOR FILING

I-405-7([illegible])1-290
7151

(12)

November 26, 1971

Guy F. Atkinson Company
P. O. Box 318
Tualatin, Oregon 97062

Attention: Ray E. Webb, Project Supt.

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an extension of time of 811 days on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

The Commission granted you an extension of time of 103 days thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Guy F. Atkinson Company
P. O. Box 1000
South San Francisco, California 94080

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
D. D. Rohrbough
Federal Highway Administration

RECEIVED
DEC 9 - 1971

11-[illegible]

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

I [illegible]-7(12)290

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

mh

REGION NO. 8 1151	REPORT NO. 21	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 11-24-71	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-205-7(12)290
COMPLETION DATE 1-21-71	ACCEPTANCE DATE BY CONTRACT AGENCY 5-5-71	TIME ELAPSED 119 %	CONTRACT TIME 540 cal. days
APPROVED EXTENSIONS 103 cal. days	LOCATION Between Pacific Highway I-5 and the Tualatin River on Interstate Route 205		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

COPY SENT
DEC 06 1971
REGIONAL OFFICE

TUALATIN RIVER - PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Signing, and Structures

Work completed under this project consisted of 3.37 miles of roadbed, lime-treated subgrade, base and pavement, along with highway structures, signs, sign support structures, and other incidental work.

The easterly end of the project is at Sta 1019+65 which is at the westerly end of the Tualatin River Bridges. The westerly end of the project is at Sta 1202+00 of the junction of the Pacific Highway and East Portland Freeway.

Bids were received on August 1, 1968, and the contract awarded August 19, 1968, with time count starting August 29, 1968. Work began on August 23, 1968, and was completed on January 21, 1971, at a final cost of $9,860, 832.48 or 1.6 percent below the authorized amount of $10,018,389.56. The final cost of completing contract work items was $8,832,280.50 or approximately 0.01 percent above the bid amount of $8,792,368.50.

A total of 643 calendar days were required to complete the work as compared to the authorized amount of 540 calendar days. A 103 calendar days time extension was approved on November 4, 1971.

Liquidated damages in the amount of $1,685.50 was assessed for nonspecification surface smoothness of the PCC pavement.

There were no major significant overruns or underruns.

cy Const.
12-8-71

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 11-24-71	TITLE Division Engineer	DATE 11-26-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

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FOR FILING
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November 16, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 12
November 24, 1971 meeting

Gentlemen:

Guy F. Atkinson Company, contractor on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington and Clackamas Counties, Contract No. 7151, has requested 811 days extension of time. This is a complex request consisting of 21 separate reasons. The project was completed January 21, 1971, with 103 days liquidated damages accrued at the rate of $300 per day or $30,900.

We will not discuss all 21 reasons individually but extension is justified as follows:

1. August 1968 Rainfall. The project was awarded in August 1968 and the day count started August 30, 1968. From about August 14 to the end of the month, there occurred some of the heaviest August rainfalls ever recorded in Oregon at several stations where weather observations have been made continuously for 70 to 100 years. At the North Willamette Experimental Station (the closest station to this project), the August 1968 rainfall was 4.17 inches compared to .08 for August 1969 and a trace for August 1970. At the time of letting, it was anticipated that a significant amount of grading could be accomplished during the remainder of the year but it was prevented by the August torrential rains. This reason justifies a six-week extension of contract time. Weather records are attached for your information.

2. Structure work represented 48 percent of the money value of the contract. There was a steel fabricator's strike which affected delivery of materials to the project. There were also overruns in structure bid items and four Extra Work

Orders on structure items justifying additional time. An extension of 41 days for all structure items is justified.

3. There were late changes and additions to the work by five Price Agreements and five Extra Work Orders which justify extension for a week.

4. There were quantity overruns in the bid items other than structure work which justify extension for 13 days.

I recommend extension for 103 days based on the reasons listed above. This will delete all liquidated damages. This was a Federal-Aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

JAB:fw AEJ:kmb kw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7151 Contractor Guy F. Atkinson Company

Highway East Portland Freeway

Section Tualatin River-Pacific Highway

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 103 days for excessive August, 1968 rainfall, added structures work, other late added orders and contract quantity overruns.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7151
Project designation	I-205-7(12)290 State-Federal
Date awarded	August 19, 1968
Work started	August 26, 1968
Per cent completed	100% January 21, 1971 Date
No. of Workdays Allowed	540
No. of Workdays Used	643
No. of Added Workdays Requested	146

SP*6266-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 2-26, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 540 days to 686 days, within which to complete our Contract No. 7151, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Guy F. Atkinson Company
Contractor

By Dorman D. Taylor
Dorman D. Taylor Project Supt.

CONSENT OF SURETY

Date 2-26, 1971

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vance McKenney
Attorney-in-fact

Vance McKenney
Resident Agent

(SEAL)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 4, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(12)290; Tualatin Road - Pacific Highway Section
East Portland Freeway; Request for Time Extension
Contract No. 7151

You have requested Federal concurrence in your proposal to grant a 103 day extension of contract time on this project. This request was submitted under Mr. Johnson's October 27, 1971, letter.

The data included with Mr. Johnson's letter, as well as discussions with personnel of your Construction Section and Regional personnel, indicate that a great deal of study has been devoted to the contractor's request. I concur in your proposed 103 day extension of contract time.

cy to [illegible] 11-11

NOTED
TOM EDWARDS

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ATTACHMENT NO. 1

PRECIPITATION
NORTH WILLAMETTE EXP. STATION

FROM "CLIMATOLOGICAL DATA"

	1968	1969	1970
January	4.68	7.41	11.72
February	8.20	3.03	5.12
March	3.06	1.45	2.30
April	2.04	2.99	2.36
May	2.99	1.76	1.30
June	2.34	3.20	.31
July	.98	.11	.07
August	4.17	.08	T
September	2.75	3.42	1.38
October	6.88	4.69	3.49
November	7.02	2.94	6.94
December	12.46	8.53	8.92
	57.57	39.61	43.91

ATTACHMENT NO. 1

OREGON - AUGUST 1968

SPECIAL WEATHER SUMMARY

The first two weeks in August were relatively dry with temperatures averaging from normal to 3° or 4° above. Beginning about the 14th, and continuing for the next 2 weeks, both coastal and inland areas were repeatedly invaded by surges of cool, moist air. These produced some of the heaviest August rainfalls ever recorded in Oregon at several stations where weather observations have been made continuously for from 70 to 100 years. Long-term averages were exceeded at every reporting station in the State. New records for August monthly totals were set at most stations west of the Cascades and at a substantial number east. Also at a number of western stations new record August 24-hour amounts were established. In the table below are listed, for a number of representative stations over the State at which the previous record August totals were broken, the 1968 total, the previous record for this month and the August normal or long-term average.

STATION	1968 Total	Previous Aug Record	Long-Term Avg
Adrian	2.46	2.10	0.23
Albany	4.43	3.20	0.48
Baker	2.33	1.69	0.38
Brookings	6.97	3.85	0.58
Bonneville	6.67	3.94	1.10
Crater Lake	5.34	2.57	0.64
Danner	2.66	0.90	0.15
Detroit	7.40	5.33	0.89
Enterprise	2.32	1.80	0.59
Eugene	5.79	3.14	0.40
Hood River	2.64	2.01	0.27
Lakeview	2.65	1.82	0.17
McMinnville	4.51	3.71	0.68
Moro	1.52	0.90	0.17
Newport	7.60	5.66	0.92
Nyssa	2.41	1.99	0.27
Parkdale	3.13	2.25	0.35
Portland City	4.25	3.40	0.69
Roseburg	2.46	2.23	0.38
Round Grove	3.63	1.59	0.38
Seaside	4.75	4.67	1.53
Salem	4.17	2.91	0.45
The Dalles	1.91	0.95	0.16
Vale	1.76	1.33	0.24
Valsetz	8.78	3.94	1.53

This very excessive rainfall broke the drought that had persisted over much of the State for several months and reduced to a minimum the very serious threat of forest fires. It also substantially improved pastures and ranges. For the most part, however, its timing, from an agricultural standpoint, was very bad. The major agricultural activities, seasonal at this time of year, are not planned for precipitation of this magnitude. Large quantities of vegetables, particularly in the Willamette Valley, molded or became over-ripe, as fields remained too soft to permit harvest operations. Grain and grass seed crops in western and central Oregon, too wet to harvest, either molded or sprouted. Total losses to agriculture in Oregon, as a result of this excessive precipitation, will amount to many millions of dollars.

Gilbert L. Sternes
ESSA-Weather Bureau State Climatologist
M-10, Multnomah Building
Portland, Oregon 97204

ATTACHMENT 2

PART 2 - STRUCTURE ITEMS

TUALATIN RIVER-PACIFIC HIGHWAY SECTION
CONTRACT NO. 7151

The contractor requests 49 days due to changes in the length of the foundation piling and other extra work performed. In connection with the pile driving work, there follows a summary of extra work items and changes in bid items relating to the pile driving work with recommendations concerning additional time for these items.

Extra Work Order No. 4 - Excavate below bottom of footings Wankers Corner and redrive concrete piles. Work performed March 27, 28 and 31, 1969. Time recommended	2 days
Extra Work Order No. 5 - Transfer piles from Wankers Corner to Meridian Road for use as splice material. Work performed April 11 and August 1, 1969. April 11 is concurrence with steel strike and not allowed. Time recommended	1 day
Extra Work Order No. 9 - Transfer pile cutoff Saggert Road to Prosperity Park for use as splice material. September 3 and 4, 1969. Recommended	1 day
Extra Work Order No. 11 - Transfer pile Saggert Road to "LN" overcrossing of "G" line for splice material. Work performed on September 12, 1969. Recommend	1 day
Bid Item 92 - Drive Steel Piles increased from 603 to 631. Net total change in driving steel and concrete pile increased from 1,259 to 1,273. Recommended time	2 days
Bid Item 94 - Splice Steel Pile increased from 186 to 443. Experience indicates that when steel piles are spliced, moving the hammer from pile to pile results in 15 to 20 minutes time loss. 257 additional splices at 15 minutes each would require approximately 8 days total work. Recommend	8 days
Total time recommended	15 days

Days recommended are actual workdays. Adjust to calendar days - $15 \times \frac{7}{5}$

Recommended	21 days

Attachment 2

Page 2

Contractor has requested a 30-day extension in time for delays encountered on reinforcement concrete box culvert design and dependent embankment work. The contractor was verbally informed early in 1969 that clearing work should be done at the box culvert locations so that the exact location and ends of culvert could be determined. Also embankment foundation excavation and rock backfill would be required at both the 4'x4' RCBC and the 8'x6' RCBC. Clearing was completed and embankment foundation excavation started May 1, 1969 on the east extension of 4'x4' RCBC but clearing was not started on west extension until May 5, 1969, with embankment foundation excavation started June 2, 1969. Reinforcing steel for the 4'x4' RCBC arrived on the project June 8, 1969. These culverts were poured late in September and backfilled about the first week of October, 1969. The major delay was in the removal of unsuitable materials at the 4 x 4 box culvert. This removal did not show on the plans.

Time spent excavating unsuitable and placing rock backfill and drain tile and pouring both ends of this culvert spanned about a three-months period of time. This work was sometimes intermittent dependent on weather. We recommend an extension of time to cover this unanticipated work or 10 days

Contractor requests 30 additional days because of delays encountered due to a labor strike against subcontractor, American Bridge Co. at South San Francisco fabrication plant. He further contends the strike directly affected the fabrication and erection schedules for structural steel box girders at Wankers Corner and Meridian Road structures. The strike period ran from April 7 through May 7, 1969 and was verified by California Highway Division. Both of these structures involved an on-grade detour crossing of I-205 which prevented contractor from completing general excavation items efficiently. Therefore, the completion of these structures and removal of detours had a high priority. This 30-day delay caused grading work at ends of structures to be done during wet winter months. The overall effect was to delay opening of structures and removal of detours.

We cannot clearly show that the entire project was delayed for the 30 days covered by the fabricator's strike. However, we do believe this reason is valid for some additional time and recommend one-third or 10 days

Total extension recommended on structural items 41 days

ATTACHMENT NO. 2

TUALATIN RIVER-PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
CONTRACT NO. 7151

Date	% Time Elapsed	Grading	Base	Concrete Paving	Average of 8 Structures
8-24-68	0	0%	0%	0%	0%
10-26-68	10%	4%	6%	0%	0%
3-15-69	20%	6%	6%	0%	7.75%
5-10-69	30.4%	8%	8%	0%	16%
7-5-69	41%	19%	8%	0%	26%
8-23-69	50%	51%	16%	0%	40%
10-18-69	60%	70%	16%	0%	57%
3-14-70	71%	70%	26%	0%	81%
5-2-70	80%	74%	28%	0%	89%
6-27-70	90%	87%	32%	11%	93%
8-22-70	101%	95%	50%	36%	96%
10-10-70	110%	98%	89%	99%	98%
1-22-71	119%	100%	100%	100%	100%

Project Completed January 21, 1971.

10-1-71

fw

ATTACHMENT NO. 3

LATE ADDED ORDERS

TUALATIN RIVER-PACIFIC HIGHWAY SECTION
CONTRACT NO. 7151

Order No.	Date of Order	Work	Estimated Cost
		PRICE AGREEMENTS	
30	6-4-70	Additional drainage for erosion control	$ 15,136.00
33	7-22-70	Change typical section to extend AC leveling course beyond inside edge of PCC pavement	7,832.00
	(8-19-70 540 days allowed expired)		
36	9-9-70	Install pavement markers	5,198.65
38	10-14-70	Install pavement markers	6,851.40
39	11-2-70	Install Type 2 Barricade - Salvaged Guardrail	1,400.00
42	1-5-71	Salvage and reinstall guardrail and guardrail bridge connections	4,659.50
		EXTRA WORK ORDERS	
19	6-4-70	Revise portion of curtain walls Br. 9743B	$ 250.00
20	7-9-70	Adjust drainage facilities	500.00
21	7-23-70	Place quarry rock for erosion control	8,000.00
	(Time expired 8-19-70)		
23	10-14-70	Modify drainage at cul-de-sac SW 80th	750.00
24	11-20-70	Install Type 2 Barricade	600.00
	(No time counted after November 30, 1970).		
25	12-2-70	Clean up surfacing material stockpile site	4,000.00

SUMMARY OF TIME REQUESTED AND RECOMMENDED (from Region 1)

	Item	Date	Requested	Recommended by Resident	 Region
1.	Rain	August, 1968) June, 1969) September, 1969)	43	10 ~~15~~ 3 ~~9~~ 2 ~~8~~	14 0 0
2.	Utility Conflict	Aug. & Sept. 1968) Oct. 2-7, 1968) March 14-27, 1969)	20	0 2 12	6 2 12
3.	Pile Driving	Intermittent March-Dec. 1969	49	9	21
4.	Foundation, I-5 Intchge Struct.	December, 1968 thru February, 1969	66	0	0
5.	Weld Insp.	January, 1969 --- 1970	120	0	0
6.	Strike	April 7, 1969 to May 7, 1969	30	30	30
7.	Box Culvert Delays	May, 1969	30	10	10
8.	Balancing of Earthwork		33	3	2
9.	Subexcavation and Lime Treatment		14	6	6
10.	Added short runs perf. pipe		10	0	0
11.	Wet Condition "G" line		46	0	0
	PA #22	Oct.-Dec., 1969		10	10

			Recommended by	
Item	Date	Requested	Resident	Region
12. Conflict w/Adj. Project	June-Oct., 1970	16	0	0
13. Wet Material		146	0	0
14. Add paving I-5		3	0	1
15. Traffic Markers		5	0	0
16. Delay in Shoulder Paving I-5	June, 1970	21	0	0
17. Lime treat detour		4	4	4.
18. Added Drain Facilities	June-July, 1970	3	3	3
19. Sign revisions	January, 1971	2	0	0
20. Guard Rail relocation	January, 1971	4	0	0
21. Delays in Sign Data	July - October, 1970	146	0	0
22. Increases in Bid Item Quant.			27	27
		811	131	TOTAL 148 days

RECEIVED
OCT 29 1971
FOR FILING

I-205-7(12)290
7151

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Tualatin River-Pacific Highway Section
Contract No. 7151
Request for Time Extension
Oregon Project I-205-7(12)290

Guy F. Atkinson Company has requested 811 days' time extension on this project. This is a complex request, consisting of a five-page narrative that covers 21 separate reasons. This is attached for your information. There are actually 103 days' liquidated damages assessed on the overall project at the rate of $300 per day, or $30,900.

We have tried to develop the true perspective of these reasons to the job progress and have summarized it in four parts as follows:

1. August 1968 Rain. Bids on the project were opened August 1, 1968. The 540 calendar days allowed anticipated completion by the fall of 1970 with an expectation of significant grading accomplished during the remainder of 1968, as we would expect the August to mid-October period to have some very good grading weather. The rains that occurred the last half of August were exceptional and hit this job just as it was starting. The day count started August 30. The August 1968 rainfall has been recognized in a few other instances as a valid reason for extending contract time. Attached is a three-year monthly rainfall total for the weather station closest to the project. The 4.17 inches shown for August 1968 was obviously extreme.

There is no long-range average figure available for this particular station, but the general weather discussion for August, 1968 makes the statement that long-term averages were exceeded at every reporting station in the state. By the end of October 1968, only 4 percent of the grading had been done. During September and October 1968, only about 90,000 cubic yards were moved. During September 1969, over 327,000 cubic yards were moved. I recommend extension for the six weeks from the start of the day count on August 30, 1968 up to mid-October (see Attachment No. 1).

2. Five of the items are concerned with structures work which represented 48 percent of the money value of the contract. This includes a steel fabricator's strike in April and May, 1969. Attachment No. 2 is a separate tabulation showing in increments of 10 percent of the contract time as it elapsed the status of the four major work items. You will note during the first 60 percent of the project time, the structures work was behind. Attachment No. 2A shows the structure items on which extension is recommended. This is for Extra Work Orders 4, 5, 9 and 11, quantity overruns on driving piles and splicing piles, the steel fabricator strike and removal of unstable foundation at a 4' x 4' box culvert. We recommend 41 days on structure reasons.

3. We should recognize the late changes; that is, any significant orders added during the last season of work as reasonable for extension. It is simply true that late changes have more impact than the same changes made early in a job. Six significant Price Agreements amounting to over $40,000 were added late, within two and one-half months of the specified completion time. Six Extra Work Orders are in the same late category. These are shown on Attachment No. 3. We recommend one week's extension for these late orders.

4. There were several bid item overruns not included above and not clearly concurrent with time already recommended. General Excavation overran 4 percent; A.C. overran 23.7 percent; seeding and mulching, 54.8 percent (on a late item); special backfill in drains, 50 percent; and cement treated base, 27.5 percent. Time that could

be attributed to each of these individually cannot be factually derived; however, I believe that collectively they easily justify an additional 13 days, which would make a total of 103 days and delete all liquidated damages.

We seek your concurrence in a 103-day extension.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ja

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1971

SUBJECT: Tualatin River-Pacific Highway Section
Contract No. 7151
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Guy F. Atkinson Company has requested 811 days time extension on this project. This is a complex request consisting of a five-page narrative that covers 21 separate reasons. The request gives no recognition to concurrence or duplication of requested days among the many reasons. The Resident and Region have had trouble getting a perspective on the real effect on the job progress of these 21 items and this is one reason it was in their hands for several months. Their final analysis is summarized on two of the attached sheets. There are actually 103 days liquidated damages assessed on the overall project at the rate of $300 per day or $30,900.

You will note from the summary that the Region recommends some time on 11 of the 21 parts in the request and then recommends time on an added reason making 12 separate parts ranging from one day to 30 days recommended that would total more than enough time to delete all liquidated damages. I think an even broader perspective of the job progress is needed. I believe a complete time extension that would amount to 103 days is justified but on the following basis:

1. August, 1968 Rain. Bids on the project were opened August 1, 1968. The 540 calendar days allowed anticipated completion by the fall of 1970 and with an expectation of significant grading accomplished during the remainder of 1968 as we would expect the August to mid-October period to have some very good grading weather. The rains that occurred the last half of August were exceptional and hit this job just as it was starting when it was most vulnerable to rainfall. They day count started August 30. The August 1968 rainfall has been recognized in a very few other instances as a valid reason for extending contract time. Attached is a three-year monthly rainfall total for the weather station closest to the project. The 4.17 inches shown for August, 1968 was obviously extreme. There is no long-range average figure available for this particular station, but the general weather discussion for Oregon for August, 1968 makes the statement that long-term averages were exceeded at every reporting station in the state. I believe the August rainfall

justifies more time than the 14 days recommended by the Region. By the end of October, 1968, only 4 percent of the grading had been done. During September and October, 1968, only about 90,000 cubic yards was moved. For a comparison, during September, 1969, over 327,000 cubic yards was moved. I would recommend the six weeks from the start of the day count on August 30, 1968 up to mid October.

2. Five of the items are concerned with structures work which represented 48 percent of the money value of the contract. This includes the steel fabricator's strike in April and May, 1969 on which the Region recommends 30 days. We have prepared a separate tabulation showing in increments of 10 percent of the contract time as it elapsed the status of the four major work items. You will note during the first 60 percent of the project time, the structures work was behind. The Region recommends 61 days on structures items (Items 3, 6 and 7). The entire 30 days strike time is questionable, but likely did have some effect. We recommend 41 days on structure reasons.

3. We would recognize the late changes; that is any orders added during the last season of work as reasonable for extension. It is simply true that late changes have more impact than the same changes made early in a job. Six significant Price Agreements amounting to over $40,000 were added late, within 2-1/2 months of the specified completion time. Six Extra Work Orders are in the same late category (Reasons 14, 15, 18, 19 and 20). Region recommends only 4 days on this category, but I would recommend a week.

4. Both the Resident and Region recommend 27 days for overruns in bid items (other than structure work). The contractor did not include this. A. C. overran 23.7 percent; seeding and mulching 54.8 percent (on a late item); special backfill in drains 50 percent; and cement treated base 27.5 percent. Time that could be attributed to each of these individually cannot be factually derived; however, I believe that collectively they easily justify an additional 13days, which would make a total of 103 days and delete all liquidated damages.

This was a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc V. L. Gallagher

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GUY F. ATKINSON COMPANY
WESTERN DISTRICT
P. O. BOX 1000
SOUTH SAN FRANCISCO, CALIF.
94080

GEO. H. ATKINSON, Chairman
E. M. JENNETT, President & Genl. Mgr.
R. S. KERR, Senior Vice President
A. H. STEINER, Senior Vice President
G. W. WINTZ, Senior Vice President
R. W. ATKINSON, Vice President
GRANT P. GORDON, Vice President
ROBERT K. BOYD, Vice President
DONALD K. GRANT, Vice President
DUANE E. ATKINSON, Vice President
JOE B. McNABB, Vice President
D. W. MOORE, Vice President & Treasurer
BRYANT K. ZIMMERMAN, Secretary

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

February 26, 1971

Oregon State Highway Department
P. O. Box 407
Tualatin, Oregon 97062

Attention: Mr. D. D. Rohrbough, Resident Engineer

Contract No. 7151
Tualatin River Freeway Project
Adjustment of Contract Time

Gentlemen:

Reference is made to our letter of August 25, 1970, in which a request for additional time was made to complete the items of work on the above contract.

We have encountered numerous delays beyond our control which affected the time necessary for completion of work under the contract. Accordingly, we believe that the contract time should be extended.

The following is a list of some of the causes of delay and prolongation, beyond our control, which you may wish to consider in determining the adjustment of contract time.

1. An extensive number of days on which the Contractor was prevented from performing work under the contract by weather considerably more severe than is normal for the locality. Specifically, our job plan and schedule indicated that it was necessary to move approximately 250,000 c.y. of embankment material to the area between Borland and the Tualatin River during the fall of 1968. That year, heavy unseasonal rains arrived early and curtailed our excavation operations to the extent that it was only possible to move 125,000 c.y. of the required 250,000 c.y. The months of June, 1969 (82.3% above normal) and September, 1969 (138.2% above normal) were unusually wet and considerably over the seasonal average. This increased precipitation of abnormal intensity during these two months curtailed and then completely halted our General Excavation (Item Nos. 5 and 6)

AMERICA PROGRESSES THROUGH CONSTRUCTION *Construct by Contract*

operations for two weeks in each month. These items of work were on the "Critical Path" from their start to their completion.

Time Extension Requested: 43 Days

2. Untimely removal of interfering utility lines in the vicinity of the I-5, Stafford and Meridian Road detours delayed detour construction which subsequently delayed General Excavation work.

Time Extension Requested: 20 Days

3. Changes in the lengths of foundation piling caused delays, both in acquisition of steel piling for excessive overruns and disposition of exceptionally long cutoffs from the concrete piles.

Time Extension Requested: 49 Days

4. Delays were encountered in the performance of the structure foundation excavation for the I-5/I-205 bridges which the Contractor anticipated performing in accordance with the Contract requirement to "pour footing against undisturbed material." The conditions actually encountered differed from those indicated by the requirements to the extent that it was necessary to install sheet pile cofferdams at some footings and seal off ground water by means of a "tremie seal."

Time Extension Requested: 66 Days

5. Delays were encountered in delivery of bridge girders resulting from the additional contract requirement regarding inspection of web to flange welds.

Time Extension Requested: 120 Days

6. Delays were encountered on days on which the Contractor was prevented from performing work under the Contract resulting from a strike against a subcontractor, American Bridge Co. The strike directly affected the fabrication and erection schedules of the Wankers and Meridian bridges. Both of these bridges were vital to the timely and uninterrupted completion of the General Excavation items.

Time Extension Requested: 30 Days

7. Delays were encountered on the reinforced concrete boxes and dependent embankment work resulting from lack of complete design information.

Time Extension Requested: 30 Days

8. The cut-to-fill shrinkage factor was approximately 26%. The excavation and embankment quantities in the contract drawing profiles indicate a factor of less than half of this. This required changes in the plans which prolonged contract performance. Also, roadway profile changes added near-saturated material to the excavation work to be performed. The requirement to place in embankments this unstable material excavated from below subgrade required sporadic working of cuts and fills and stockpiling for draining and drying and subsequent rehandling, all prolonging the period of contract performance.

Time Extension Requested: 33 Days

9. Corrective measures, directed by the Engineer, too frequently encountered areas of wet, unstable subgrade interrupted and prolonged contract performance. The treatment of each area was determined individually as they were encountered.

Time Extension Requested: 14 Days

10. Added short runs of perforated pipe, in inaccessible locations, with wye fittings not a part of original work prolonged contract performance.

Time Extension Requested: 10 Days

11. The severe subsurface conditions encountered on the "G" line delayed work in this area for an extensive period of time for the Engineer to investigate the condition and determine what changes and/or corrective measures, if any, were to be taken. This time, plus the time of performing the directed extra work on this area, prolonged contract performance.

Time Extension Requested: 46 Days

12. Failure of the State's Contractor on the adjacent project to complete paving as scheduled (as a result of a substantial slide on that project) created a manpower and equipment problem for the CTB/AC/PCC subcontractor common to both projects, resulting in prolongation of contract performance time.

Time Extension Requested: 16 Days

13. Because of the saturated, slow draining or slow drying qualities of the materials excavated, it was a practical impossibility to complete the work within contract time and neither added equipment or added hours would have materially expedited the work of excavation and filling. Since this was beyond our control, we are entitled to an extension of time to the date of actual completion.

Time Extension Requested: 146 Days

14. Price Agreement No. 33 provided for two feet of additional AC paving to accommodate the PCC paving track grade. This two foot wide AC strip turned out to be well in excess of one foot thick in places and added approximately 2,300 tons of asphalt. This added work naturally had to be completed prior to 24 foot paving causing delayed completion.

Time Extension Requested: 3 Days

15. Price Agreement Nos. 36 and 38 provided for installation of traffic dots and reflectors on I-5 and I-205 respectively. This was new and added work and adequate time should be allowed to accomplish this added work.

Time Extension Requested: 5 Days

16. Delays encountered during the stage work widening of I-5 and shoulder improvement prolonged contract performance. These delays were the result of OSHD directing the work of the Contractor and preventing items of work from being completed simultaneously (e.g. refer to OSHD letters of June 2nd and June 23rd, 1970).

Time Extension Requested: 21 Days

17. Price Agreement No. 1 added 13,600 s.y. of lime treated subgrade and 160 tons of lime. This work delayed subsequent turning of traffic and other stage work all of which prolonged contract performance.

Time Extension Requested: 4 Days

18. Price Agreement No. 30 provided for installation of downdrains and AC curbs. This was new work and adequate time should be allowed to accomplish this added work.

Time Extension Requested: 3 Days

19. Price Agreement No. 41 provided for substituting Type C and Type D signs. Delays were encountered waiting for new sign panels to be made.

Time Extension Requested: 2 Days

20. Price Agreement No. 42 provided for salvaging, relocating, and adding guard rail. Adequate time should be allowed to accomplish this work.

Time Extension Requested: 4 Days

21. Delays were encountered in the job signing items that prolonged contract performance. Numerous requests were made for base plate elevations and post length verification which is supplied by State forces. It is vital that these elevations and post lengths be determined as soon as possible and this information immediately transmitted to the Contractor. There is a normal 60-90 day lead time requirement in supplying sign posts. This is the time needed for material acquisition, fabricating, and galvanizing. Although mass excavation was completed late in July of 1970 and lime treated subgrade was completed on August 27, 1970, we did not get all of the post length verification until October 12, 1970. (Refer to OSHD letters of August 28, September 14, September 23, October 5, and October 12, 1970). Based on the lateness of receiving the information needed to produce the sign posts, over which we had no control, it was not possible to furnish and complete erection of the signs before January 4, 1971. Allowing for electrical work, the last remaining work on the project, contract items were completed on January 12, 1971.

Time Extension Requested: 146 Days

We would be pleased to provide any information in our possession which would assist the Engineer in his consideration for time extension.

Very truly yours,

GUY F. ATKINSON COMPANY

R J Dodson

R. J. Dodson
Area Manager

RECEIVED
JUL 29 1971
FOR FILING

I-205-7(12)

7151

July 29, 1971

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $8,016.64 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $8,949,877.38 including the second post-final payment. Of the total, $55,327.55 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Guy F. Atkinson Company
P. O. Box 318
Tualatin, Oregon 97062 Attention: Ray E. Webb

Guy F. Atkinson Company
P. O. Box 471
South San Francisco, CA 94080 Attention: T. F. Foran

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Bulien

RECEIVED
JUN 28 1971
FOR FILING

I-205-9(13)579
7151

June 28, 1971

Mr. Max Clark, President
Tualatin Area Chamber of Commerce
6900 S. W. Nyberg Road
Tualatin, Oregon 97062

4222

Dear Mr. Clark:

In my letter of June 10, I stated that we would contact the Federal Highway Administration to request approval of adding Tualatin to the signing at the junction of Interstate 5 and Interstate 205.

The Federal Highway Administration has not approved the additional signing in that it believes that Tualatin cannot be considered a major or significant destination to Interstate travelers.

I am sorry that we will not be able to install the additional signs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
E. S. Hunter
Victor D. Wolfe
R. N. Bothman
L. E. George
L. W. Rulien

VPJ:pb srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 21, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River-Pacific Highway Section
Proposed Signing Revision

JUN 23 1971
FRA [illegible]

Mr. Klaboe's June 16 letter requested approval of a supplemental guide sign with the legend, "Tualatin Next Right," to be installed on the subject project. The Interstate Manual provides that destinations other than the ones shown on the standard interchange signing may be shown on supplemental guide signs; however, in this particular case Tualatin is not considered a major or significant destination to Interstate travelers. For this reason your request cannot be approved.

It is suggested that a policy for supplemental guide signing be developed. Such items as population, distance from the Interstate route, and the significance of the destination to Interstate travelers should be taken into account in the development of such a policy.

George

FBK

NOTED
JOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

FOR FILING

I 205 1(2)190

7151

June 10, 1971

Mr. Max Clark, President
Tualatin Area Chamber of Commerce
6900 S. W. Nyberg Road
Tualatin, Oregon 97062

Dear Mr. Clark:

In response to your letter of March 30, a review has been made of the signing at the junction of I-5 and I-205.

It is our recommendation that Tualatin be added to the signing at this junction as an auxiliary destination. This will require approval from the Federal Highway Administration and a request to this effect will be processed. With proper approval from the Federal Highway Administration, signing will be installed as outlined.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFE

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
E. S. Hunter
R. N. Bothman
F. B. Crandall - Please rough draft request to FHWA.
L. W. Rulien

RNB:mp srb

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 15, 1971

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Signing I-205 - I-5

To:
A. E. Johnson
Asst. State Highway Engineer

Building

A request has been received for signing to Tualatin on I-205 at the subject junction. Attached is the request from the Tualatin Area Chamber of Commerce.

A review has been made of the signing with the following findings.

Presently we signed southbound on I-205 to Tigard and Salem. This is carried on the advance 2 miles sign, the advance 1 mile sign, the advance lane signs, and the breakpoint lane signs; the latter lane signs being overhead on individual signs.

On I-5 we sign with the primary signs but have added northbound at least a next right auxiliary sign to increase the number of legends that we carry.

Looking north on I-5, we sign the following destinations: Tualatin, Lake Oswego, Durham, Tigard, Beaverton, Sunset Highway and Ocean Beaches. In addition, there are two substantial areas north which could be signed, that being Sherwood and King City.

Tualatin would be the closest community north which would justify signing. Tualatin has 875 people and has started to develop industrially and is just three miles from the junction and should qualify for signing.

Lake Oswego is signed from I-205 already, prior to the junction with I-5, and therefore need not be signed the second time.

Durham has no business or centralized industrial area, being simply a residential area which was incorporated for tax purposes, I believe.

Tigard is presently signed at the I-205 - I-5 Junction.

Beaverton, I believe, would qualify for signing at the I-5 - I-205 Junction; however, from that junction does require travel in I-5 to the Beaverton-Tigard Highway and thence to Beaverton.

The Ocean Beaches and the Sunset Highway have auxiliary signing at the Junction of I-5 and Beaverton-Tigard and are somewhat questionable as to the need at the Junction of I-5 - I-205.

My recommendation would be that we add Tualatin to the signing for northbound on I-205, utilizing an auxiliary Next Right Sign and hold up signing Beaverton on this sign until such time as the need becomes more apparent. This modification would not be extensive and Beaverton could be added to the Next Right Sign by adding panels should the need develop.

It will be necessary for the Traffic Engineer to obtain Federal Highway Administration approval for this change.

Attached is a rough draft reply to the Tualatin Chamber of Commerce.

Robert Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachments

Fred: As per our last staff meeting. I recd complaint that there is no signing to Portland for I-205 South Bound.

Tualatin Area Chamber of Commerce
6800 S.W. Nyberg Road, Tualatin, Oregon 97062

Telephone 503/638-4436

March 30, 1971

Oregon State Highway Department
Freeway Signing Division
Salem, Oregon

Gentlemen:

The Tualatin Area Chamber of Commerce has received numerous complaints from industrial firms in the area about inadequate signing at the junction of Interstate 5 and the newly completed Interstate 205.

While it is true that Tualatin is relatively small in population, it is one of the state's fastest growing industrial areas. Interstate 205 is being used by a substantial number of industrial suppliers making deliveries in this area from Southeast Portland. Yet there is no indication as a vehicle approaches Interstate 5 from Oregon City as to the direction to Tualatin; and many have turned south on Interstate 5.

Our Board of Directors, at its March meeting, asked me to request your office to investigate this problem which has rapidly become a serious one. To our knowledge, no study has been made; but we are certain that Interstate 205 is being used for more industrial deliveries to the Tualatin area than either to Tigard or Beaverton.

Sincerely yours,

Max Clark

Max Clark, President

MAINTENANCE ENGINEER
RECEIVED
APR 6 1971
☐ ☐ AME ☐ AME ☒ OE ☐ AG
☒ SRE ☐ BS ☐ AA ☐ FILE ☐ TA

NOTED

RECEIVED
JUN 21 1971

FOR FILING

I-205-7(12)

7151

June 18, 1971

Fidelity and Deposit Company of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,563.90 will be made to Guy F. Atkinson Company on Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $8,941,860.74 including the post-final payment. Of the total, $55,327.55 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Guy F. Atkinson Company
P. O. Box 316
Tualatin, Oregon 97062

Guy F. Atkinson Company
P. O. Box 471
S. San Francisco, CA 94080

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
WESTERN DISTRICT
NORTHERN OFFICE
P. O. BOX 1000
SOUTH SAN FRANCISCO

RECEIVED
JUN [illegible] 1971
FOR FILING

I 205-7(12)370
7151

COPY

June 16, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. V. E. Skoog, Controller

Contract No. 7151 - East Portland Freeway
Tualatin River - Pacific Highway Section

Gentlemen:

We return herewith the signed proposed final estimate on the above contract. Listed below are the exceptions we take to your proposed estimate:

A. Price Agreements: The following Price Agreements have been signed and returned to you:

P.A. No. 44, Revision No. 1 of Plan Drawing No. 24132	$7,148.00
P.A. No. 46-Revision to American Bridge Drawing No. E-3	283.60
P.A. No. 47-Shim and Epoxy Grout at Bent 4 of Bridge No. 9743B	585.04
Additional Due for Price Agreements	$8,016.64

B. Orders for Extra Work: Final billings were transmitted to you on March 4, 1971.

Extra Work Order No. 13 - Work involved on wind tongue anchorages for Br. No. 9739 and 9741	$ 122.21
Extra Work Order No. 14 - Twelve additional access holes on Br. No. 9743B	1,441.92
Additional Due for Extra Work Orders	$1,564.13

NOTED
FLOYD QUERY

C. Claims: We wish to reserve our rights for negotiation and settlement of the following claims which have been submitted in detail to your Project Resident Engineer:

No. 1 -	Additional driving cost for changed length of steel H-pile	$ 24,485.56
No. 2 -	Removal of excess concrete cutoffs due to underrun of concrete pile penetration	16,074.03
No. 3 -	Installation and removal of seven cofferdams and related concrete seals	146,209.00
No. 4 -	Additional costs due to changes in welding requirements	75,800.00
No. 5 -	Additional costs due to changes in the "G" line drainage	20,013.00
No. 6 -	Additional costs due to changes in the roadway excavation	218,291.00
	Estimated Additional Due for Claims	$500,872.59

D. Liquidated Damages: Our letter dated February 26, 1971, requests that an extension of the Contract Time be granted and it also states the justification for such an extension.

Additional Due for Liquidated Damages	$ 30,900.00
TOTAL ESTIMATED ADDITIONAL AMOUNT DUE	$541,353.36

RECEIVED

The above amounts are subject to recheck and adjustment for clerical error and specification interpretation. Until the above exceptions are resolved, we wish to retain our full contractural rights for negotiation and determination of final payment.

Very truly yours,

GUY F. ATKINSON COMPANY

R. J. Dodson

R. J. Dodson
Area Manager

Encl.

RECEIVED
[illegible] 1971

FOR FILING

June 1, 1971

365

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Your Ref. 08-35-DA

Your May 17 memorandum cites unsatisfactory progress of contract work on the Tualatin River-Pacific Highway Section, Oregon I-205-7(15)290 and the S. West Linn-Tualatin River Section, Oregon I-205-7(16)294.

The contractor has been urged to speed up his operations, but we have had little cooperation at this time. It appears that these projects will not be completed until approximately June 30, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Rulien

EAP:fr ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 17, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-205-7(15)209 & I-205-7(16)294
Tualatin River-Pacific Hwy.Section & S.West Linn-Tualatin River
East Portland Freeway
Progress of Work

The progress of work on the subject projects is considered Unsatisfactory since the time elapsed is lagging the work complete. A review of the contractor's present schedule of operations indicates it is improbable that he will complete the contract work within the contract time.

Routing
Morgan
Decker
Pease

RECEIVED
MAY 20 1971
CONSTRUCTION
DIVISION

RECEIVED
MAY
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 12 1971

FOR FILING

I-205-7(12)
7151

May 11, 1971

Fidelity and Deposit Co. of Maryland
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On May 7, 1971, we wrote to you concerning release of final payment on Contract No. 7151 awarded to Guy F. Atkinson Company for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

Final payment on this contract is $3,212.86 and the total contract amount is $8,940,296.84 including $53,763.65 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc

Fidelity and Deposit Co. of Maryland
Baltimore 3, Maryland

Guy F. Atkinson Co.
P. O. Box 318
Tualatin, Oregon 97062
Attn: Ray Webb

Guy F. Atkinson Co.
P. O. Box 471
South San Francisco, Calif. 94080
Attn: T. F. Foran

Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Kerr

RECEIVED
MAY 12 1971

FOR FIL

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 7, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(12)290
Tualatin River - Pacific Highway Section
East Portland Freeway
Extra Work Order No. 17

The work covered by EWO No. 17 was discussed with our Area Engineer on May 14, 1970, and at that time approval to proceed with the work was implied. The order was subsequently approved confirming participation by FHWA.

The approval date on EWO No. 17 is hereby modified retroactive to May 14, 1970, as requested by Mr. Bond's letter of May 3, 1971. A copy of this memorandum should be filed with your copy of the order.

Orig to Morgan
5-12-71

Johnson

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 7 - 1971

FOR FILING

I-5-7 [illegible]
7151

May 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 21, 1971 on Contract No. 7151. The contract was with Guy F. Atkinson Company and was for grading, paving, structures and signing on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 5, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

RECEIVED
APR 5 - 1971
FOR FILING

I-205-7(12) - 90
7151

April 2, 1971

309

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project I-205-7(1)
Tualatin River-Pacific Highway Section
East Portland Freeway
Mobil Oil Sign at Stafford Road Intch.
Your Ref. 08-35-DA/310.4

Reference is made to your March 11 memorandum denying installation of the subject Mobil Oil sign.

Realizing the intent to circumvent is quite obvious, it is the opinion of Mr. L. I. Lindas, Counsel to the Highway Division, that although the fee property would be irregular in shape, it would still be contiguous with the station proper. Therefore it appears necessary to honor the installation as an on-premise sign under the existing rules and regulations.

Under the circumstances, we request a reconsideration of your opinion.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
R. P. Hamilton

EEB:ih ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 11, 1971

In reply refer to: 08-35-DA/510.4

FROM : R. E. Simpson, Division Engineer
for
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)
Tualatin River - Pacific Highway Section
East Portland Freeway
Mobil Oil Sign at Stafford Road Interchange

In response to Mr. Beckman's letter dated February 22 and with reference to telephone conversation between Mr. Beckman and our Area Engineer, Mr. Christianson, we have reviewed the subject sign installation. Mr. Beckman asks for approval or denial of the installation under the classification of an on-premise sign.

While there is no specified dimensions or shape defining a "premise," we feel that this is an obvious circumvention of the intent of current State and Federal regulations. Accordingly the installation is hereby denied.

✓ We would be interested in the opinions of your legal staff regarding this installation particularly in regard to the intent of current State regulations. Our people will be happy to discuss this matter with you at any time.

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NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (4-70)

SP*52503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 2, 1971

To: MEMO TO THE FILES

SUBJECT: PCC Pavement Smoothness
Contract Nos. 7150, 7151 and 7275
I-5 and I-205

On February 9, 1971, A. C. Harwood, Region 1 Construction Engineer, wrote a letter concerning the PCC pavement smoothness as related to specifications, grinding work performed, results attained by the grinding and proposed penalty for some portions of the work on the following contracts:

West Linn-Tualatin River Section	Contract No. 7150
Tualatin River-Pacific Highway Section	Contract No. 7151
East Portland Freeway-Wilsonville Section	Contract No. 7275

Subsequently, a meeting was held at Region I office at which L. W. Rulien, A. C. Harwood, myself, and others discussed in detail the various aspects of the smoothness problem. At this meeting, more specific data than was set forth in the letter was requested and as soon as it was obtained, it was decided that another meeting would be held also to be attended by C. T. Christianson, Area Engineer, Federal Highway Administration, to again discuss the entire problem and see if all were in agreement as to acceptance and penalty on non-specification pavement smoothness.

On March 2, another meeting was held in Region I office attended by L. W. Rulien, A. C. Harwood, M. D. Glenn, C. T. Christianson and myself. At this meeting, the following data was set out:

1. There was 640 Lin. Ft. of 12-foot pavement removed and replaced.

2. There was some $50,000 plus spent on grinding to secure more smoothness and a better riding surface. Most of this was involved in the 12-foot lanes on I-5 sections.

3. Although smoothness was not entirely within specifications, additional grinding was considered to serve no purpose as it would not appreciably improve the riding and it would mar the surface appearance. Most of the remaining roughness was in low area where patching would be impractical and grinding of no benefit.

4. It was determined that while the specifications were a minimum of 5 inches per mile allowed, no penalty should be assessed on areas which were under 7 inches per mile as established by profilograph readings. The 24-foot placed pavement was substantially within this limit after roughness at construction joints and other noticeable areas which affected a smooth ride were ground. Therefore, no penalty was recommended on the 24-foot sections. The 12-foot panels were considerably rougher and a penalty on non-specification smoothness was recommended on all areas outside the 7-inch per mile limit.

Penalty recommended was the amount of inches out of the 7-inch per mile limit times the estimated cost per inch that grinding had accomplished on the previous grinding work. This was estimated at $50/inch in the 1/10 mile increments. This $50 price was the cost of the 12-foot panel grinding and not that of the 24-foot which was lower. On this basis, the penalty on the projects was as follows:

West Linn-Tualatin River Section, Contract 7150	No penalty
Tualatin River-Pacific Highway Section, Contract 7151	$1,685.50
E. Portland Freeway-Wilsonville Section, Contract 7275	$4,440.00

C. T. Christianson, Federal Highway Administration Area Engineer, stated he would recommend approval. He requested a copy of the data and computations as discussed to serve as supporting records for the acceptance. Region will work up and submit this.

John H. Walker
fw

John H. Walker
Field Construction Engineer

JHW:fw

cc: A. E. Johnson ✓
L. W. Rulien

7151

FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Tualatin River - Pacific Highway	WEEK ENDING: January 30, 1971
		SECTION PREFIX 603-1003
	HIGHWAY East Portland Freeway	COUNTY Washington & Clackamas
NAME OF JOB Tualatin River- Pacific Highway	KIND OF WORK Grading, Paving, Structures & Signing	
CONTRACTOR Guy F. Atkinson Co.	CONTRACT NUMBER 7151	FEDERAL AID PROJECT NUMBER I-205-7(12)290
DATE OF CONTRACT August 19, 1968	DATE WORK STARTED August 26, 1968	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 540	CALENDAR DAYS USED 643
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 119%
PROJECT AUTHORIZATION: $ 10,018,389.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 9,305,800.08	ENGINEERING AUTHORIZATION $ 712,589.48	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 8,974,313.59	ENGINEERING COST TO DATE $ 854,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: January 21, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.45	3.45			3.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.45	3.45			3.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,112,000	330,000			52,800
TOTAL QUANTITIES CORRECTED TO DATE	2,087,000	308,000			62,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,087,000	308,000			62,500
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	All structures 100% Complete.						
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Rain			
MONDAY 25	Rain			
TUESDAY 26	Overcast			
WEDNESDAY 27	"			
THURSDAY 28	"			
FRIDAY 29	"			
SATURDAY 23	Showers			

RECEIVED
FEB 2 1971
CONSTRUCTION DIVISION

Routing
Johnsen

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity.
25 MONDAY	Grasle working on sign illumination.
26 TUESDAY	Repair work to slope paving.
27 WEDNESDAY	Repairs to paint on structures.
28 THURSDAY	Finish painting sign posts.
29 FRIDAY	No activity.
SATURDAY 23	No activity.

REMARKS

State forces working on final computations.
Semifinal to be submitted the last week of February.

Original to Construction ✓
cc: Construction (2)
Traffic
Bridge
Region
Files

SIGNED LOCATION Tualatin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

January 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7151
Prefix 603-1003
FAP I205-7(12)290

Dear Sir:

All work under Contract No. 7151, Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties, was completed on January 21, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
R. E. JOHNSON

y & Const
2-2-71

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-21-71

Conditions noted on above date:

Project was inspected and found to be
in substantial conformance with contract
quality and dimensional requirements
subject to resolution of pavement
roughness deviations. CTC:bk

for R. E. Simpson
Division Engineer

VG:fw
cc R. L. Porter
F. D. Morgan

OFFICE OF
HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 15, 1971

SUBJECT:
Cascade Construction Company
P.C.C. Pavement
Three Projects -- East Portland Freeway and I-5
Contract No's.: 7150, 7151, 7275

To:
Memo to the File

On Thursday, January 14, 1971 a meeting was held in Region One office at Milwaukie attended by the following:

Cascade Construction Company: Morrie Conway & Pete Idlewine

Guy F. Atkinson: Dorm Taylor & Bill Ott

O.S.H.D.:
F. D. Morgan
John Walker
A. C. Harwood
D. D. Rohrbough
R. T. Heinz
J. W. Cochell
Lloyd Turk
John Scofield
Jim McNamee
L. W. Rulien

This meeting was requested by Mr. Conway of Cascade Construction Company in order that he might discuss with us his Portland Cement Concrete paving on the subject contracts, and some outstanding matters. He was concerned about three aspects of the work, each of which will be discussed in the order presented.

(1) Joint Repair Problems and Costs

Mr. Conway inquired into the number of joints that needed to be fixed, referred to the fact that they have fixed two joints, that the cost of fixing these joints particularly due to the special concrete used was high. He contended that the joints were needing the repair not because of any shortcomings in their work, but because of design faults. It was determined that there are only three joints on all three projects which need attention, that all three of these joints are on I-5 and in the 12-foot outside panels.

One joint is at the extreme south end of the East Portland Freeway-Wilsonville project where the 12-foot, southbound, outside panel abuts the Lord Brothers concrete. This joint showed extreme distress, was badly fractured, considerably spalled and needed to be fixed. It was repaired once; however, the repair did not cover a sufficient area and the joint is again failing beyond the previous repair. Another joint is also on the same project in the southbound 12-foot panel near the Stafford Road interchange. This has not been repaired before. The third joint is again on a 12-foot panel, but on the northbound lane at the north end of the East Portland Freeway-Wilsonville project. This joint was repaired last Friday, January 8, 1971.

It was indicated that we did not feel there was a design deficiency because the number of joints that are giving trouble are rather minimal compared to the numbers of joints that were made, but that we would keep costs on the repairs and would take some cores at the joints and make a further determination and review of the joint and its design. But that since there was no argument whatsoever over the fact that the joints did need to be repaired, that we expected Cascade to make this repair at an early date.

(2) Portland Cement Concrete Pavement Smoothness

The question of profile-o-graph, specifications, grinding, ridability and surface smoothness was discussed at some length. Mr. Conway's concern is with the fact that some of the Portland Cement Concrete pavement on all three jobs, regardless of the corrected work done, does not meet the requirements established for the profile-o-graph index. His concern was that we recognize and give them credit for the problems which they experienced with a new operation, new equipment, new people and the effort that they made to do a good job and the monies they expended in correcting the ridability on the pavement by grinding, their distressed financial situation and that we minimize or forego any penalty assessment for the profile index on these jobs. We indicated that the final completed summaries for the three projects on the profile-o-graphs which were run after all the corrective action had been taken were still being prepared, but were for practical purposes nearly completed. We indicated that we would make these summaries, review the final results and make a recommendation at an early date.

(3) Payment for Portland Cement Concrete, Cubic Yard Basis

Mr. Conway indicated that their tally at the batch plant compared to the pay quantities for the work on I-5 and, in particular on Cochell's job, indicates the possibility of 2300 cubic yards for which they have not received payment, and for which they can't account. It was indicated that the concrete paving on I-5 was paid for on a cubic-yard-in-place basis, and that the number of cubic yards had been determined by cross sectional measurement every 25 feet. Various ways in which differences between batch count and in-place measurement could result were discussed. It was suggested that Mr. Conway review the data in the resident engineer's office and satisfy himself as to the manner in which the measurements were taken and the calculations made. Mr. Conway indicated to me by phone later in the day that he would visit Cochell's office and go over his computations.

L. W. Rulien
Regional Engineer

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc A. E. Johnson
F. D. Morgan
J. W. Cochell
R. T. Heinz
D. D. Rohrbough

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FOR FILING

I-205-7(12)
205

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River - Pacific Highway Section
East Portland Freeway
State Force Order No. 10
Total Estimated Amount of the Order - $300
Federal Participation - $270

Reference is made to Mr. Young's letter of January 6 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary equipment and personnel to perform the work economically.

The temporary signing modifications are necessary for proper directions and safety of the road users until I-205 construction is advanced to the point where the permanent signs are effective. It is understood and agreed that the proposed sign panels will have no salvage value upon removal at some future date.

Federal participation will be based on an actual cost basis. The estimated total costs of the work to be done under this order is $300 with Federal participation of $270.

Enclosure
State Force Order No. 10

Johnson
copy to Morgan
1-15-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY G-11

APPROVED EFFECTIVE DATE 1-4-71
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 1-11-71
Order No. 10
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Tualatin River - Pacific Hwy.
Date December 23, 1970

Highway East Portland Freeway
Contract No. 7151
F. A. Project No. I-205-7-(12)290

County Clackamas & Washington
Prefix 603-1003
Account No. 274-DO

Description of Work To Be Done:

Furnish and install temporary plywood signs as per attached sketch and letter from L.W. Rulien, Regional Engineer.

Location by Station Numbers:

I-5 NB 308+35, 349+90, & 416+00.

Estimate of Quantities and Costs:

Materials	-	$150.00
Labor	-	150.00
		$300.00

Explanation:

This freeway will not be open beyond Oregon City until future construction. This work can be done by state forces with considerable savings to the State.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$10,018,389.5	
Present estimate of project cost, including $300.00 for work under this order	$9,723,549.9	
Expected under-run ~~over-run~~ (amount)	$284,839.6	
Expected under-run ~~over-run~~ (per cent)	3%	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

Construction

Orig. to Morgan 1-15-71

RECEIVED
JAN 5 - 1971
FOR FILING

I-205-7(12)290
7151

January 4, 1971

,67

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Labor Compliance Complaint
Guy F. Atkinson, Prime Contractor
Erosion Control, Inc., Subcontractor
Oregon I-205-7(12)290 and I-5-~~4~~(44)285
#7151 5 →7275

Reference is made to your November 16, 1970, memoradum concerning the subject complaint. Our investigation indicates that the complainant had not received the required minimum wage for work he performed for a subcontractor.

The complainant, Mr. C. Jellison, has now been paid the difference between what he received on the job and what he should have received at the prescribed minimum wage. Mr. Jellison has signed a release of claims for wages due. Supplemental payrolls showing the appropriate pay scale have been prepared by the subcontractor, Erosion Control, Inc.

We consider the complaint resolved.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
DES:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 16, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Labor Compliance Complaint Guy F. Atkison -
Prime Contractor
Erosion Control Inc. Subcontractor
Oregon I-205-7(12)290
Oregon I-5-5(44)285

The attached complaint form and letter dated November 1, 1970 from Mr. C. Jellison was forwarded to our Regional office by the U. S. Department of Labor.

Please take appropriate action pursuant to Chapter 418-5 of the Labor Compliance Manual and advise us of your action for use by our Regional office in reporting to the Department of Labor.

Enclosure

Routing
Morgan
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Bochme
Johnsen

RECEIVED
NOV 19 1970
CONSTRUCTION DIVISION

Johnson
Pls handle

RECEIVED
NOV 1[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form Approved
Budget Bureau No. 44-R1118

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR AND PUBLIC CONTRACTS DIVISIONS

You are shown as employed (or formerly employed) on the project named below. In order to help the U. S. Department of Labor determine whether your employer complied with Federal Labor Laws applicable to this work, please fill in the answers to the questions on both sides of this form. You may also use other paper for any additional information you believe would be helpful in determining whether you or others have been properly paid.

This inquiry is for use by the Department of Labor and is confidential. Please return the completed form within 3 days after you receive it, using the enclosed envelope which requires no postage. The fact that we are asking for this information does not imply that the employer has violated any law.

Very truly yours,

EMPLOYER: X Erosion Control Inc.
(Name of contractor or subcontractor)
P.O. Box 1268 Grants Pass, Oregon 97526
(Address)

PROJECT: X Guy F. Atkinson I-205 Project
(Identify project by name or type)
Gibbons + Reed Co. Clackamas Also Astoria - (Cont unknown)
(Location)

ANSWER AS MANY OF THE FOLLOWING QUESTIONS AS YOU CAN, AND AS BEST YOU CAN:

1. Period employed: From 9-14-70 (Month and year) To 10-17-70 (If still there, state "present")
2. Give your regular job classification and rate(s) of pay: Truck Driver
Not informed of Rate until check received 10/16/70
3. Describe the kind of work regularly performed and the tools or equipment you used:
Driving Truck — Handling loading + unloading Hay

(continue on other side)

Form WH-352 (6/68)

4. If you performed work other than your regular work, describe it and give the rate(s) of pay:

5. What was your usual starting and quitting time each day: 6:30 or 7:00 AM PM to DARK AM PM

Were time records kept? YES - BY SELF (Yes or No) Were you paid for all the hours worked? NO (Yes or No)

6. If you worked overtime on this project, were you paid at least time and one-half your rate for:

a. Over 8 hours a day? YES @ 3¢ PER HOUR - BUT NOT AT SCALE (Yes or No) b. Over 40 hours a week? (Yes or No)

7. List the names of some other employees (including your foreman) who saw or know about the work you did: FOREMAN: BILL RANDALL LLOYD FORD, VICE PRES

Bill Baird + crew of 4 other men.

8. List the names and best-known addresses of any employees you believe were paid less than the correct rates for their jobs, or who were not paid overtime: Unknown —

9. If you were employed or classified as an apprentice, state whether or not you were registered in an apprenticeship program. If so, please identify it and give the date you were registered:

10. If deductions other than Social Security and Withholding Taxes were made from your wages, please state what the deductions were for: STATE INDUSTRIAL ACCIDENT

Your signature Date 11-1-70 Home phone No. 746 1903

Address PO Box 41 Goshen, Oregon 97401 Date of birth (if under 21) (Month, day, year)

11-1-70

NOV 3 1970

GENTLEMEN —

MY COMPLAINT IS THAT I WAS NOT PAID THE GOING WAGE FOR THE JOB. I ASKED THEM MANY TIMES FOR MY RATE OF PAY AND THEY WOULD NEVER TELL ME —. ~~But~~ I RECEIVED A DRAW CHECK AFTER TWO WEEKS + STILL HAD NO WAY OF KNOWING THE RATE OF PAY. I DID NOT FIND THIS OUT UNTIL I RECEIVED A CHECK 10-16-70 AND WAS SHOCKED TO FIND IT WAS $\$3^{00}$ PER HOUR; BECAUSE THEY HIRED LABORERS FROM ASTORIA + PORTLAND FOR $\$5^{50}$ PER HOUR.

I WOULD APPRECIATE ANYTHING THAT CAN BE DONE TO RECTIFY THIS PAY DIFFERENCE.

Cecil E Jellison

Form A-109—5M

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OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
BY
Dist. Engineer
DATE 1-11-71 Order No. 9
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Tualatin River-Pacific Highway Section Date December 22, 1970

Highway East Portland Freeway Contract No. 7151 F. A. Project No I-205-7(12)2

County Clackamas-Washington Prefix 603-1003 Account No. 290-09

Description of Work To Be Done:

Document credit to project for excess piling purchased from the contractor under Bid Item 90 and Price Agreement 27.

State Forces Not Involved

Location by Station Numbers:

Bridge No's 9739, 9743C, and 7586A.

Estimate of Quantities and Costs:

Bid Item 90	10BP42 Steel Piling	308 lin.ft. @ $4.00/lin.ft.	$1,232.00
P. A. No. 27	10BP42 Steel Piling	214 lin.ft. @ $3.71/lin.ft.	793.94
		Credit for piling transferred to maintenance	$2,025.94

NOTED
TOM EDWARDS

Explanation:

Piling were excess from structures listed above.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$10,018,389.56
Present estimate of project cost, including 2,025.94 for work under this order	$9,723,549.95
Expected under-run (amount)	$294,839.61
Expected under-run (per cent)	3%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Drug. to Morgan 1-15-71

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approved: ~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.

Construction

Form [illegible]

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-11-70
Contingent upon modification of project agreement if additional funds are required
BY J. Welch
Dist. Engineer
TITLE

DATE 12-11-70

Project Name	Tualatin River- Pacific Highway Section
Highway	East Portland Freeway
County	Washington & Clackamas
Contractor	Guy F. Atkinson Co.
Address	P.O. Box 318 Tualatin, Oregon 97062
Date	November 20, 1970
Contract No.	7151
Prefix	603-1003
F. A. Project No.	I-205-7(12)290
Order No.	24

FEDERAL HIGHWAY ADMINISTRATION

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install type 2 barricade-salvaged guard rail at all entrances to the East Portland Freeway.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Equipment	$100.00
Labor	500.00
Total	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It is anticipated that this portion of the East Portland Freeway will be completed and the contractor moved out prior to opening of this highway to the public. Therefore all entrances to this new section of highway should be barricaded.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.5
Present estimate of project cost, including $600 for work under this order	$10,018,389.5
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

NOTED
TOM EDWARDS

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

12-14-70

[illegible]

Form [illegible]

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OCT 23 [illegible]
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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-15-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer

Project Name Tualatin River - Pacific Highway
Highway East Portland Freeway
County Washington & Clackamas
Contractor Guy F. Atkinson Co.
Address P.O. Box 318 Tualatin, Oregon 97062

DATE 10 October 14, 1970
FEDERAL HIGHWAY ADMINISTRATION
Contract No. 71[illegible]
Prefix 603-1003
F. A. Project No. I-205-7(12)290
Order No. 23

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Modify drainage pattern at cul-de-sac at end of Southwest 80th.

Location by station numbers:

T 22+05

Estimate of quantities and cost:

Labor -	$250.00
Equipment -	300.00
Materials -	200.00
	$750.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The drainage pattern at the cul-de-sac Southwest 80th was constructed as shown on the plans but was objectionable to adjecent property owner. This order for extra work will modify this drainage facility to drain in a different direction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,018,389.
Present estimate of project cost, including $750.00 for work under this order $10,018,389.
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer

10-29-70

SP*23577-731

RECEIVED
OCT 12 1970

FOR FILING

[illegible]-50
7151

October 8, 1970

Mr. David O. Bennett
Bennett, Vagt & Olsen
275 Strand Street
St. Helens, Oregon 97051

Dear Mr. Bennett:

We have made field investigation of the drainage situation which was the subject of your September 4 letter.

The construction of the East Portland Freeway interchange did require a minor change in the cul-de-sac at the end of Southwest 80th. It was necessary to drain this cul-de-sac, and we took advantage of a small natural drainageway across the Bennett property, installing a 12-inch culvert for this purpose.

Our investigation indicates that we have, to a very minor extent, increased the area that is now drained across your client's property. We do not believe that this should be a matter of concern, but we will make a modification to our drainage pattern and drain the cul-de-sac in a different direction. We trust that this arrangement will prove satisfactory.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Rulien

LWR:fb ms

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 7, 1970

SUBJECT:
Drainage Complaint
Tualatin Rv.-Pacific Hwy. Section
East Portland Freeway
Robert B. Bennett

To:
Mr. A. E. Johnson
Asst. State Highway Engineer
Salem

The subject assignment consists of a letter of complaint by a property owner on the westerly side of I5, and near the south end of S.W. 80th in the vicinity of the East Portland Freeway.

In the course of our freeway construction, we built a new cul-de-sac for S.W. 80th. We drained this cul-de-sac into a natural draw with a minimum size culvert (12 inch.) The owner is complaining that we are reversing the natural flow of water, and running water onto his property that does not properly belong there. Attached are some photographs and a sketch map and report from Darel Rohrbough, resident engineer, who made an investigation. It appears that we have enlarged the area that now drains across the Bennett property. However, some of the area always did drain across the Bennett property, and it is our belief that the whole total drainage is of rather negligible amount and should not cause any damage. We can, however, for a cost of approximately $750 revise the drainage and remove it from the Bennett property.

I don't believe that the Bennett's have a justifiable complaint. However, I can foresee that we could spend more than $750 fighting this thing, and since we have increased the area drained across the Bennett property, I recommend that we make a revision for $750. Please advise.

NOTED
A. E. JOHNSON

L. W. Rulien
Regional Engineer

RECEIVED
OCT 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
Encs.
cc F. D. Morgan
D. D. Rohrbough

SP*52475-734

FORM E-90 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tualatin, Oregon 97062
September 29, 1970

SUBJECT: Drainage Complaint
Robert V. Bennett
Intersection of I-205
& I-5 at SW 80th Ave.
Contract #7151

To: L.W. Rulien
Region I Engineer
Portland, Oregon

I have investigated the above complaint and find that we have constructed the cul-de-sac at the end of S.W. 80th as per plan. The cul-de-sac is drained by a concrete inlet and 12" culvert pipe leading from the cul-de-sac center to the natural drainage hole on the Bennett properity as shown in the attached sketch. The area that this system will drain is 17,670 sq.ft. or 0.41 acres. Prior to construction this natural drainage ditch drained only one half of SW 80th avenue for approximatly 100 lin.ft. this was approx. 1,000 sq. ft. or 0.02 acre. Therefore we have increased the amount of drainage area.

Mr. Bennett has stated that he might want to fill this natural drainage and if he did a pipe extension would be required. Also he did not like the drainage running toward his well. The drainage from the cul-de-sac will miss his well, as it will flow southerly of that location. This well is no longer used for domestic purposes.

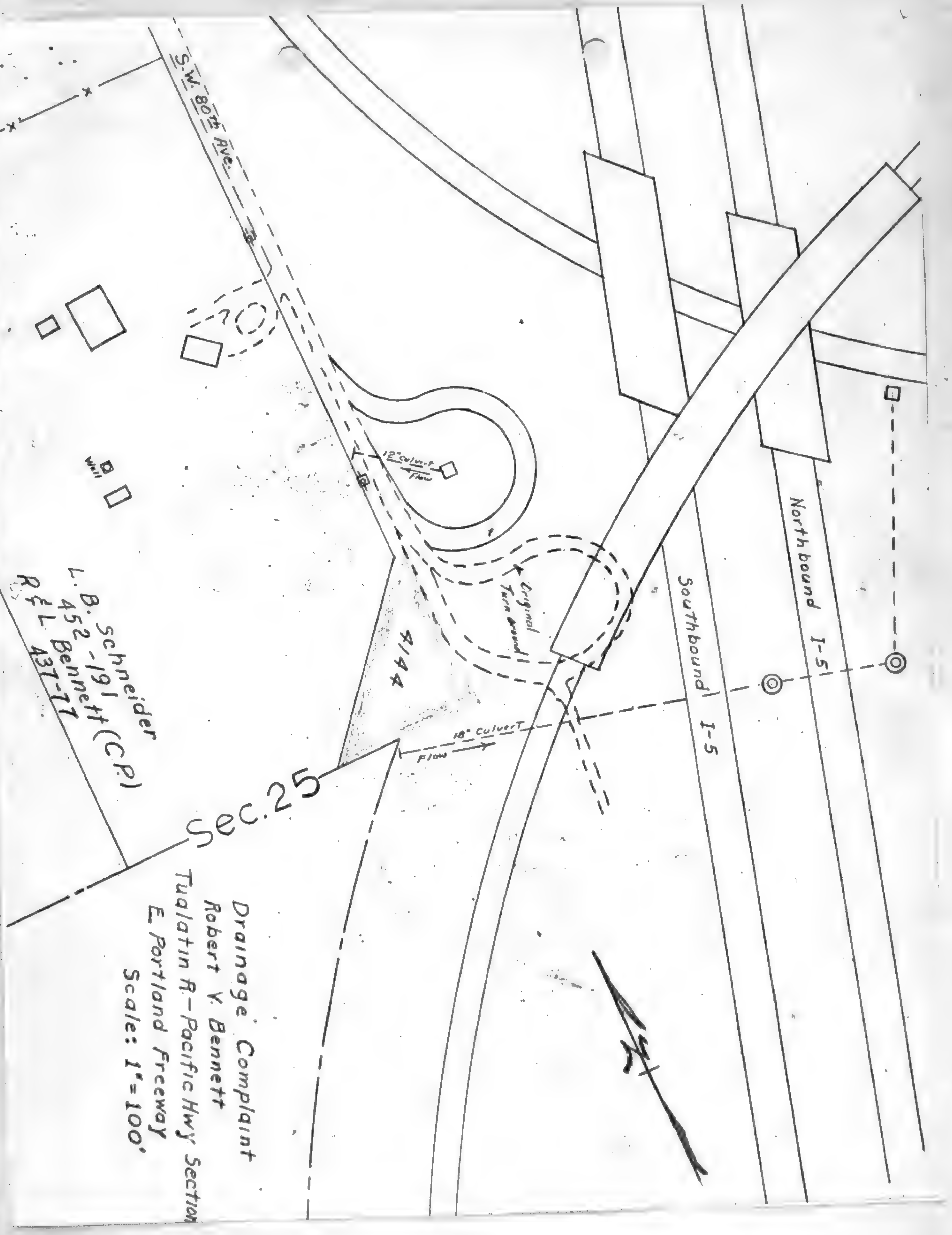
There are two alternate ways we could drain the cul-de-sac. 1. Drain to the inlet at the S.W. corner of I-5 S.B. structure at an approximate cost of $900, or 2. drain to the inlet end of the 18" culvert under Ls line at a cost of $750.00

It is my recommendation that the cul-de-sac drain be used as presently constructed.

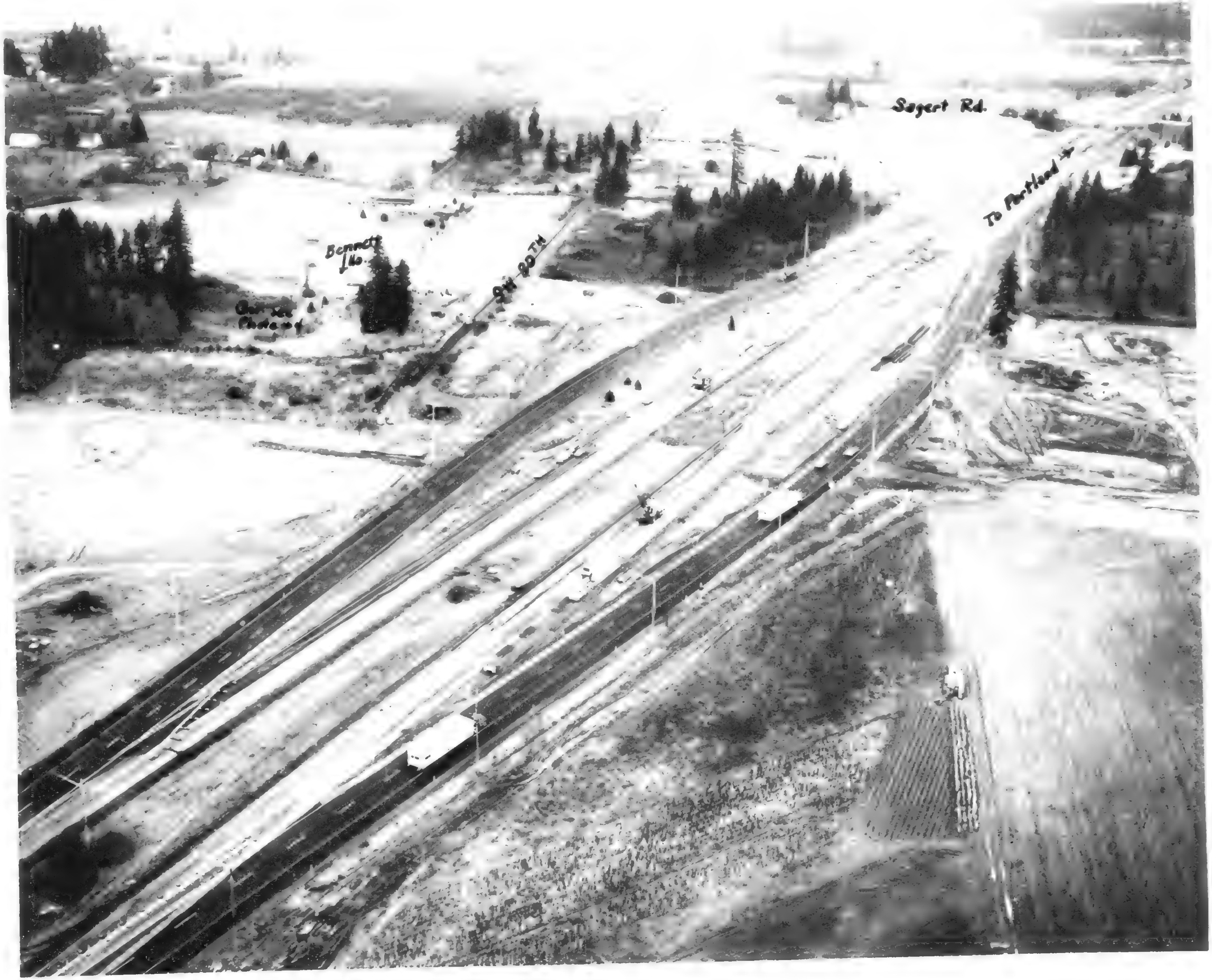
D.D. Rohrbough

D.D. Rohrbough
Resident Engineer

encl: 1 sketch map
6 photos


S.W. 80th Ave.
12" culvert
Flow
Well
Original Turn around
4/44
18" culvert
Flow
Sec.25
L.B. Schneider
452-191
R & L Bennett (C.P.)
437-77
Southbound I-5
Northbound I-5

Drainage Complaint
Robert V. Bennett
Tualatin R.-Pacific Hwy Section
E Portland Freeway
Scale: 1"=100'


Sagert Rd.
To Portland →
Bennett Ho.
SW 80TH
Garden Chapel

11-68

HPR 1968

A372-72

Tualatin River - Pacific Hwy. Section
East Portland Freeway
Washington & Clackamas Counties
Prefix 603-1503 Contract 7151
F.A. Project I-205-7(12)290

RE ARE ARE
DEC 17 1968
BRE ABRE OE
Due Date ....

9-18-70

1. Cul-de-sac taken from Ls fill South of cul-de-sac. Note natural drainage between exist. cut banks. Bennett residence in background.

2. 9-18-70 North end of south cut bank looking south. Pickup truck in background parked on old existing road west end of Ls bridge over I-5.

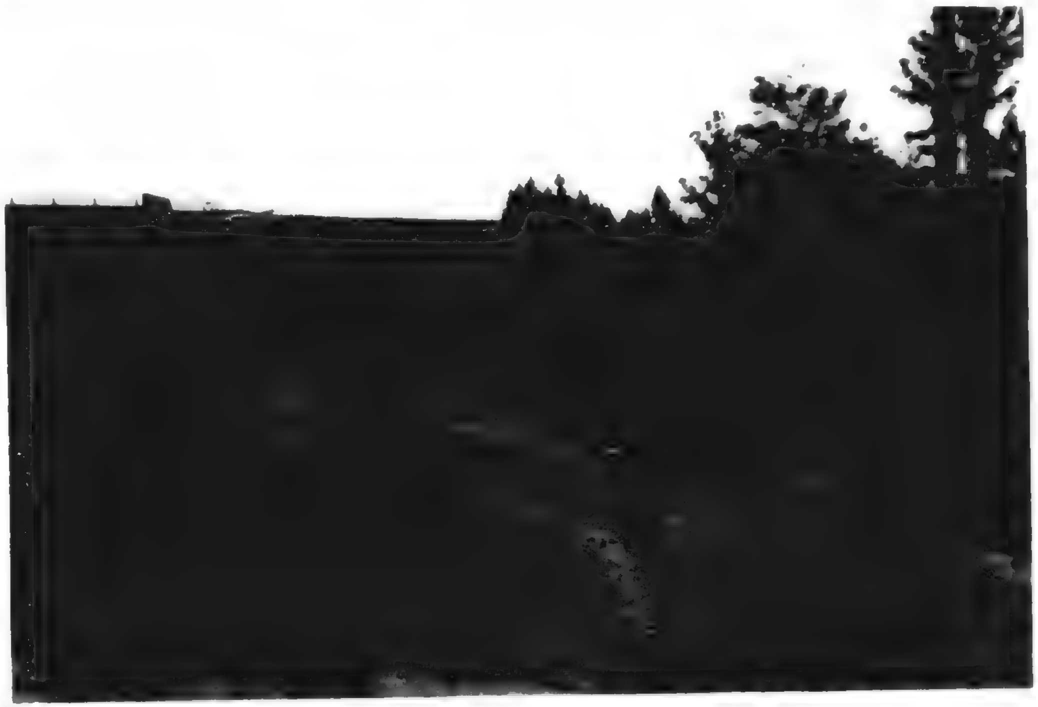
3. 9-18-70 North end of south cut bank looking north down SW 80th.

4. 9-18-70 Between cutbanks looking westerly down natural drainage, old garage or shed in background.

5. 9-23-70 Cul-de-sac taken from Ls structure over I-5. Note limits of surfacing, inlet in center of cul-de-sac and surrounding area.

6. (next sheet) Aerial photo general area taken Nov. 27-1968.

1



2

3

9-18-70
1. Cul-de-sac taken from Ls fill South of cul-de-sac. Note natural drainage between exist. cut banks. Bennett residence in background.

2. 9-18-70 North end of south cut bank looking south. Pickup truck in background parked on old existing road west end of Ls bridge over I-5.

4

3. 9-18-70 North end of south cut bank looking north down SW 80th.

4. 9-18-70 Between cutbanks looking westerly down natural drainage, old garage or shed in background.

5

5. 9-23-70 Cul-de-sac taken from Ls structure over I-5. Note limits of surfacing, inlet in center of cul-de-sac and surrounding area.

6. (next sheet) Aerial photo general area taken Nov. 27-1968.

DAVID O. BENNETT
ROBERT R. VAGT
HAROLD L. OLSEN

TELEPHONE 397-0870

BENNETT, VAGT & OLSEN
ATTORNEYS AT LAW
BENNETT BUILDING
275 STRAND STREET
ST. HELENS, OREGON 97051

September 4, 1970

Edwards

[illegible] [illegible] an answer

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Dear Mr. Porter:

This office represents Robert V. Bennett and Lorraine Bennett of 20845 S. W. 80th, Tualatin 97062.

An examination of the turn around on S. W. 80th at I-205 shows that the drain of surface from the center of the turn around is made onto Mr. and Mrs. Bennett's property. Examination of the contour of the land and my discussions with Mr. and Mrs. Bennett indicate that the water ran down hill at this place rather than up hill as the drain now attempts to do. With the road restricting the flow of water in its natural cause it appears that this is an attempt by the State to reversly condemn Mr. and Mrs. Bennett's property. There is still time before the construction is finished to correct this situation and I would appreciate your immediate advice as to whether or not your views coincide that this is an attempt to drain the water the wrong way and onto the Bennett property.

Very truly yours,

BENNETT, VAGT & OLSEN

By David O Bennett
David O. Bennett

DOB:kmc
cc: Mr. and Mrs. Robert V. Bennett
20845 S. W. 80th
Tualatin, Oregon 97062

RECEIVED
SEP 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1970

INSPECTION NO. ______

I 205-7(12)290

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Tualatin River-Pacific Highway Contract No. 7151

7151

Highway East Portland Freeway

Contractor Guy F. Atkinson Date August 13, 1970

______ Initial)
)
______ Intermediate)
)
______ Final)
)
X Special)

Inspection in Depth
Field Testing Laboratories by
representatives of Federal Highway
Administration.

Inspection Made by R. M. Schwegler, Regional Matls Engr.
FHWA,
L. P. Renz, C. T. Christianson, R. A.
Nichols, Area Engineers, FHWA
James McNamee, D. D. Rohrbough, OSHD

NOTED
A. E. JOHNSON

REMARKS

This was the first of a series of inspections by FHWA representatives of our field laboratories, the testing equipment on hand and observation of the actual sampling and testing of materials being used for specification compliance, condition of equipment and conformance with specified procedures. It was noted that questions directed to Inspectors performing the actual sampling and testing were to determine their knowledge of "why" the tests were being performed as well as to determine their knowledge of "how" this work was to be done.

On this project, the Inspectors were observed performing sampling and testing of the PCC paving materials. These were: (1) Sampling fresh concrete; (2) Slump; (3) Air Content; (4) Casting of Compression Cylinders. On the cement treated base operation in progress, the cement content and molding of a 7-day strength cylinder was observed. On the lime treatment of subgrade materials the checking of depth of treatment with Phenolphthalem solution was observed. The Inspectors were also quizzed as to methods of determining densities and percent compaction on the lime and cement treated materials, and particularly on correlation of results obtained with nuclear moisture density gauge being used in lieu of specified procedures except when failing test results are obtained.

The only deficiency noted was at the field laboratory which did not have water supplied to the field lab although it was readily available within a short distance from the building. The shelves provided were adequate in area but flimsily supported.

A final report of findings and recommendations will be made after completion of inspections on a State-wide basis.

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Div. Engr. L. W. Rulien
Res. Engr. D. D. Rohrbough
A. E. Johnson

M D Glenn
Signed
M. D. Glenn, Quality Control Engineer

Form A-105—5M

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 9-6-70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 8-14-70
U. S. BUREAU OF PUBLIC ROADS

Order No. 8

Project Name Tualatin River - Pacific Highway Date July 27, 1970

Highway East Portland Freeway Contract No. 7151 F. A. Project No. I-205-7-(12)290

County Clackamas & Washington Prefix 603-1003 Account No. 278-08

Description of Work To Be Done: Permanent striping of East Portland Freeway, Pacific Highway, Wankers Corner Interchange, & all bisecting roads.

NOTED
A. E. JOHNSON

Location by Station Numbers:

I-205 1015+00 - 1233+00
I-5 252+50 - 339+00

Estimate of Quantities and Costs:

Code 2 4" beaded skip line 16.36 mi. at $29/mile	$474.44
Code 4 4" beaded solid line 0.95 mi. at $51/mi.	48.45
Code 6 3" beaded solid shoulder line 29.82 mi. at $42/mi.	1,252.44
Code 7 Pavement Legend (6 Man Crew) 96 hrs. at $56/hr.	5,376.00
Total	$7,151.33

Explanation: State is equipedd to perform work with specialized equipment with substantial savings of public funds. Rates as per letter from V.E. Skoog, dated May 27, 1970.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $10,018,389.56
Present estimate of project cost, including $7,151.33 for work under this order $10,018,389.56
Expected under-run / over-run (amount) . . . . . . $ 0
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
for Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: [illegible]
Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
~~Office~~ Engineer.
Construction

NOTED
TOM EDWARDS

Original to Construction
8/21/70

State Printing

Form 2-308—5M

STATE COPY

G-11

APPROVED EFFECTIVE DATE 7-31-70
contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-6-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tualatin River - Pacific Highway
Date July 23, 1970
Highway East Portlnnd Freeway
Contract No. 7151
County Clackamas & Washington
Prefix 603-1003
Contractor Guy F. Atkinson Co.
F. A. Project No. I-205-7(12)290
Address P.O. Box 318 Tualatin, Oregon 97062
Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish & place quarry rock for erosion control at culvert outlets and/or drainage ditches. As directed by the engineer.

Location by station numbers:

As needed throughout project.

Estimate of quantities and cost:

1,600 c.y.	at $2.50	$4,000
Equipment		2,500
Labor		1,500
		$ 8,000

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
There was no provision made to line drain ditches. Drainage erodes the ditches and makes un-wanted deposits of silt on other properties. Rock lining is being designed to prevent such erosion.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,018,389.
Present estimate of project cost, including $8,000 for work under this order $10,028,389.
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Approval Recommended: Division Engineer
Approval Recommended: Construction Engineer or Bridge Engineer
Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23377-734

Original to Morgan Constr.
8/11/70

JUL 23 1970

FOR FILING

I-205-7(12) 770

7151

INSPECTION NO. 2

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job E. Portland Freeway - Wilsonville Int. Tualatin River - Pacific Highway

Contract No. 7275 7151

Highway Pacific - I-5

Contractor Guy F. Atkinson

Date July 14, 1970

☐ Initial

☒ Intermediate

☐ Final

☐ Special

Inspection Made by J. Walker
L. Rulien
J. Cochell
D. Rohrbough

REMARKS

This inspection was primarily to determine if sufficient smoothing by grinding had been accomplished on the 12 ft. outside P.C.C. lane to allow A.C. paving of the shoulder and then paving of the other required two 12 ft. P.C.C. lanes. After riding over the 12 ft. P.C.C. outside lane it appeared that the lane south of the Stafford Rd. Interchange and the portion of the Pacific Highway on the Tualatin River-Pacific Highway was very good. The balance may require some small additional grinding, however, this could be determined better when barricades were removed and brooming of surface was done.

It was decided to proceed with the balance of the paving of shoulders and other P.C.C. lanes.

This work referred only to the Northbound lanes on this project. Grinding work is continuing on the Southbound 12 ft. P.C.C. lane.

NOTED
A. E. JOHNSON

JHW:kp
cc: Div. Engr. A. E. Johnson ✓
L. W. Rulien
Res. Engr. James Cochell
D. D. Rohrbough

Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 14 1970
FORM E-30 (REV. 10-69)
FOR FILING

[illegible]

11-1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1970

SUBJECT: Pavement Markers
Tualatin River-Pacific
Highway Section
E. Portland Freeway, Hwy. No. 64
Clackamas County
Contract No. 7151

To: F. D. Morgan
Construction Engineer

BUILDING

Please take the necessary action to have pavement markers installed on the above-named section. Request has been made with the Bureau of Public Roads for approval of this change.

Attached are specifications and plans for installing the markers. You will note that the markers will replace the normal lane line striping on the freeway and supplement the edge stripe. Also attached for your information is a tabulation of the estimated number and cost of each type of marker required.

If any additional information on plans is required, please contact this office.

L. E. George
Operations Engineer

NOTED
F. B. KLABOE

ELS:bls
Attachments
cc: F. B. Klaboe
Tom Edwards

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

I-205-7(12)290

Form E-208-4M

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7151

STATE COPY G-1R

APPROVED EFFECTIVE DATE 9-16-70
Contingent upon modification of project agreement if additional funds are required
BY G. Green
Engineering Coordinator
TITLE
DATE 7-23-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tualatin River - Pacific Highway Section
Date July 9 1970
Highway East Portland Freeway
Contract No. 7151
County Clackamas & Washington
Prefix 603-1003
Contractor Guy F. Atkinson Co.
F. A. Project No. I-205-7(12)290
Address P.O. Box 318 Tualatin, Oregon 97062
Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust drainage facilities that are partially installed to fit final grading in landscape and drainage ditch areas.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor & Equipment	-	$400
Materials		100
		$500

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Certain inlets and culverts were installed or partially installed prior to completion of roadway embankments, and cuts in what was hoped to be their final position. Contour areas and or ditch areas were later changed due to material shortage to complete the required roadway and this therefore requires a change in grade elevation of these drainage facilities.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,018,389.56
Present estimate of project cost, including $500 for work under this order $10,018,389.56
Expected under-run / over-run amount . . . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: for Construction Engineer ~~or Bridge Engineer~~ 9-16-70

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or Office~~ Construction Engineer.

SP*23577-734

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JUN 24 1970
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 22, 1970

In reply refer to: 08-35-DA1

I-205-7(12)290

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7151

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River-Pacific Highway Section
East Portland Freeway
Progress of Work

The Area Engineer's contact inspection report dated 6-9-70 indicates unsatisfactory progress on this project. While there seems to be some justification for time extensions, it appears to us that a considerable amount of liquidated damages will accrue as a result of the contractor's operations to date.

Enclosure

6-23-70
REFERRED TO
Morgan Wlenc,
BY

RECEIV
JUN 2
OFFICE
STATE HIGHWAY

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33B cc:OSHD
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ Contact ☐ Project Stage Inspection ☐ Final Inspection js

Region No. 8	Report No. 17	County Clackamas	Division Oregon
Date of Inspection 6-9-70	Inspection Made By C. T. Christianson, Area Engineer		Project No. I-205-7(12)290
In Company With D. D. Rorbough, Res Engr, OSHD			
Quality of Work* Satisfactory		Progress of Work Unsatisfactory	Time Elapsed 86 % Work Completed 64 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

TUALATIN RIVER - PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Signing, and Structures

Work in progress at the time of this inspection included line installations and miscellaneous grading work at the Pacific Highway Interchange. The drainage installed at the Pacific Highway Interchange is functioning well and has lowered the water table sufficiently to allow grading operations to be completed in this area. Grading operations are well along on this project and it appears that completion will be realized late this season.

The profilograph readings on the concrete pavement on the Pacific Highway portion of this project were reviewed. There is some indication that the deficient areas are isolated and that these isolated areas give the entire section a high profilograph reading. Significant improvement can undoubtedly be gained by grinding of these isolated areas. This work may not achieve the specification result regarding profilograph reading, however, a suitable ride should be possible. Some areas of the concrete pavement placed to date look good and the end result should be tolerable. The problem remains, however, in accepting the slightly nonspecification results at some form of reduced price. Reference is made to Inspection Report Number 8 on Project I-5-5(44)285. The comments pertinent to concrete paving in that report included the segment of I-5 on this project. The problems were similar and the operation was continuous for both projects. The contractor is performing grinding operations at this time in the hopes of providing an acceptable surface.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

As noted above, the rate of progress is considered Unsatisfactory primarily due to the lag in work completed behind the time elapsed and while there is some justification for time extensions it does not seem reasonable that the contractor can perform his work within the contract time inclusive of any extensions granted. It is anticipated that the contractor will include the unanticipated wet materials and changed earthwork balance into his claim for additional time. The wet material would not seem to justify an extension, however, there has been a change in the earthwork balance that may be considered. His claim will also include additional time for modifications to bridge footings and piling installations at the structures.

The contractor has indicated an intent to claim for extra cost attributed to the rehandling of steel necessary to accommodate the ultra-sonic testing called for on the steel structures.

A price agreement is under preparation to provide for curbs and downdrains on embankments on this project. This work is primarily for erosion control in areas where the embankments are constructed of silt and sand material. The past season resulted in some erosion of these embankments and minor siltation to adjacent properties. The drainage control measures will also protect the shoulder of the roadway from deterioration after construction has been completed. Due to the type of material involved, seeding of the slopes cannot be expected to completely control erosion.

An extra work order is under preparation to modify the guardrail connections at bridge ends. This work will be performed under two extra work orders and will update the guardrail connections to current standards in this State.

Form E-209—5M

I-205-7(12)290
7151

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-25-70
U. S. BUREAU OF PUBLIC ROADS

Project Name	Tualatin River - Pacific Highway Sect.	Date	June 4 1970
Highway	East Portland Freeway	Contract No.	7151
County	Clackamas & Washington	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	P.O. Box 318 Tualatin, Oregon 97062	Order No.	19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove and replace portions of curtain walls on top of columns at Bts. 2,3,&4. This is to enable the required assembly of structural steel bearing shoes; to aid in torqueing anchor bolts and the erection of bent cross beams.

NOTED
F. B. [illegible]

Location by station numbers:
Ls O'xing of I-5 structure, Bridge No. 9743B columns at bents 2,3 and 4.

Estimate of quantities and cost:

Labor	-	$200
Equipment	-	25
Material	-	25
		$250

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STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Curtain walls were designed in such a way as to make the assembly of structural steel bearing shoes and cross beams at bts. 2,3 and 4 impossible without damaging walls. Work was discussed with A.C. Harwood and A. Rear and tentative approval to proceed was given on April 17, 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.56
Present estimate of project cost, including $ 250 for work under this order	$10,018,389.56
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: 6-30-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

RP*23577-734

OK [illegible]

RECEIVED
JUN 2 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Guy F. Atkinson Company
P.O. Box 318
Tualatin, Oregon 97062

May 27, 1970

Attn: Mr. D. Welch

Re: EEO Compliance Review
East Portland Freeway-Wilsonville Interchange Contract No. 7275
Federal Aid Proj. I-5-5(44)285
Tualatin River-Pacific Highway
Contract No. 7151
Federal Aid Proj. I-205-7(12)290

Dear Cubby:

Reference is made to the Federal Highway Administration's compliance review of May 5 on the subject contracts. One deficiency in your Company's EEO activities on these projects was noted. Your records did not indicate that the Company was monitoring your subcontractors' EEO activities to assure their compliance.

To correct this deficiency, you should notify your subcontractors of their obligations under the Special Provisions and request that they keep you informed of their best efforts and results concerning EEO, including an indication of their progress in hiring, promoting, etc. minority workers. Evidence that you have contacted your subcontractors should be submitted to the Resident Engineer by June 5, 1970.

The Oregon Highway Division considers your Company to be in compliance with the EEO provisions. Thank you for your cooperation.

STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
Federal Liaison Engineer

DES:fr
cc: San Francisco, Calif. Office
bc: R. E. Simpson
F. B. Klaboe
L. W. Rullen
James Cochell
D. D. Rohrbough

Form E-208—6M

I-205-7(12)290
7151

STATE COPY

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 6-22-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Tualatin River - Pacific Highway Section	Date	May 25 1970
Highway	East Portland Freeway	Contract No.	7151
County	Clackamas - Washington	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	P. O. Box 318 Tualatin, Oregon 97062	Order No.	18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor is asked to install revised guardrail connections at bridge ends as shown on State of Oregon Standard Drawing No. 24846.
Because concrete end posts are already poured at these locations, anchor bolts will be set in existing concrete with Star-slugin masonry anchors, #6855, or approved equal.

Location by station numbers:

Work is required at ends of Bridge nos. 9738A, 9743, and 9743A.

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Labor	$80.00
Equipment	50.00
Material	420.00
Total	$550.00

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OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This revision was made at the request of the State of Oregon and all work involved is in addition to the original contract work.
This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.5
Present estimate of project cost, including $550.00 for work under this order	$10,018,389.
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

6-23-70

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*21577-736

I 205-7(12)-

7151

Form E-[illegible]

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1

APPROVED EFFECTIVE DATE 5-27-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-3-70
U.S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Tualatin River - Pacific Highway Section	Date	May 19, 1970
Highway	East Portland Freeway	Contract No.	7151
County	Clackamas and Washington	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	P.O. Box 318, Tualatin, Oregon 97062	Order No.	17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove a portion of the A.C. pavement on I-5 to permit the construction of the P.C.C. pavement.

Location by station numbers:

Pacific Highway 257+50 to 339+00

NOTE
F. B. KLA

Estimate of quantities and cost:

Labor	$1,000.00
Equipment	$1,000.00
Total	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This extra work is required to permit the construction of a minimum thickness of P.C.C. pavement over the existing Pacific Highway.

There was no item in the bid to pay for this work.

Work has not started yet.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,018,389.56	
Present estimate of project cost, including $2,000.00 for work under this order	$10,018,389.56	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Ref'd to Milligan 6-4-70

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office Engineer~~

SP*23577-734

-7(12)290

Form E-[illegible]

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MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

6-

APPROVED EFFECTIVE
Contingent upon modification of [illegible]
agreement if additional funds are
required

Dist. Engineer

TITLE

DATE 5-5-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. BUREAU OF PUBLIC ROADS

Project Name	Tualatin River - Pacific Highway		April 27, 19 70
Highway	East Portland Freeway	Contract No.	7151
County	Clackamas & Washington	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	P.O. Box 318 Tualatin, Oregon 97062	Order No.	16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Additional clearing, re-sloping of roadbed cuts, and ditching work as necessary in areas that are affected by change of grade and/or cut widening, to obtain additional material and effect an earthwork balance.

NOTE
F. B. KLABO

Location by station numbers:

"D" Line	1055 - 1060	-	Clearing
Median	1055 - 1062	-	Clearing & Sloping
"B" Line	1067 - 1074	-	Sloping
Ls Line	1080 - 1090	-	Clearing, Sloping & Ditching
Ln Line	1080 - 1090	-	" " " "

Estimate of quantities and cost:

Equipment	$1,200
Labor	1,300
Total	$2,500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The project showed a shortage of materials and it was decided to widen cuts and effect a grade change. These changes increased excavation quantities and decreased embankment. There will be some clearing work also re-sloping & some ditching. Sloping and ditching had been partially completed before these changes were made.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.5
Present estimate of project cost, including $ 2,500 for work under this order	$10,018,389.5
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer

5-11-70

RECEIVED
APR 27 1970

FOR FILING

[illegible]

7151

April 24, 1970

3337

Mr. Russell R. Niehaus
Law Offices of Wheelock, Richardson,
  Niehaus, Baines and Murphy
505 Franklin Building
Portland, Oregon 97204

Dear Mr. Niehaus:

Reference is made to your letter of April 7 regarding the Frank Squicciarini complaint. Investigation has been made and the matter of the silting of Saum Creek has been referred to the contractor on this project, Guy F. Atkinson Company, Post Office Box 318, Tualatin, Oregon 97062.

If you do not hear from the contractor in a very short time, I suggest that you make further contact with him directly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Guy F. Atkinson Company
Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. I. Lindas - Please review the correspondence and
F. D. Morgan   prepare for further action. Return
L. W. Rulien   file to Morgan after review.

FBK

FDM:fw srb

LAW OFFICES OF
WHEELOCK, RICHARDSON, NIEHAUS, BAINES & MURPHY
505 FRANKLIN BUILDING
PORTLAND, OREGON 97204
TELEPHONE 224-5930

C. E. WHEELOCK
CLYDE R. RICHARDSON
RUSSELL R. NIEHAUS
KENNETH W. BAINES
EDWARD J. MURPHY, JR.

April 7, 1970

10188

REFERRED TO
admin
BY SECRETARY

REFERRED TO
Klaboe
STATE HIGHWAY

State of Oregon
Highway Department
Salem, Oregon 97308

Gentlemen:

Your records will disclose that the undersigned represents Mr. Frank Squicciarini.

A portion of Mr. Squicciarini's property was condemned for right-of-way purposes adjacent to the Baldock Freeway and the West Linn - Mt. Hood intersection. Along the southerly border of Mr. Squicciarini's remaining property is Saum Creek.

Because of the construction at the site, a considerable amount of foreign material has washed into the creek bed, seriously hampering the use of the natural creek bed by Mr. Squicciarni. The amount of foreign material in the creek bed has already caused him to move his pump to a different location, but the ever increasing amount of foreign matter has now reached the critical point.

Accordingly, at your early convenience, would you kindly cause removal of the clay, sand, and foreign matter from the creek bed so that it can be restored to its natural condition.

Very truly yours,

Russell Niehaus

Russell R. Niehaus

RRN:gb

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APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
APR 13 1970
CONSTRUCTION
DIVISION

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STATE HIGHWAY COMMISSION

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-98-1M

7151

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-15-70
Contingent upon modification of project agreement if additional funds are required.
BY ....
Dist. Engineer

Project Name Tualatin River - Pacific Hwy ~~Section~~

Highway East Portland Freeway

County Clackamas & Washington

Contractor Guy F. Atkinson Co.

Address P. O. Box 318, Tualatin, Oregon

DATE April 20, 1970 6-3-70

U. S. BUREAU OF PUBLIC ROADS

Contract No. 7151

Prefix 603-1003

F. A. Project No. I-205-7(12)290

Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor is asked to install revised guardrail connections at bridge ends as shown on State of Oregon Standard Drawing # 24846.

NOTED
F. B. KLABO

Location by station numbers:

Work is required at bridge ends for all Contract Structures except bridge # 9743, 9743A & 9738A.

Estimate of quantities and cost:

Labor	-	$ 175.00
Equipment	-	75.00
Material	-	1350.00
Total		$ 1600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This revision was made at the State of Oregon's request and all work involved is in addition to the orginal contract work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	10,018,389.56
Present estimate of project cost, including $ 1,600.00 for work under this order	10,018,389.56
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: .... for Construction Engineer or ~~Bridge Engineer~~

Approved: .... ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Office Engineer

6-4-70

SP*23577-734

RECEIVED
MAR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(12)290
7151

STATE COPY 5-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2/19/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5 MAR 1970

Project Name Tualatin River - Pacific Highway
Highway East Portland Freeway
County Clackamas & Washington
Contractor Guy F. Atkinson Co.
Address P. O. Box 318 Tualatin, Oregon 97062

Date February 19, 1970
Contract No. 7151
U. S. BUREAU OF PUBLIC ROADS
Prefix 603-1003
F. A. Project No. I-205-7(12)290
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Contractor to provide additional access holes in each web at the inaccessable cell at the intersection of the longitudinal beam and the cross-beam at bents 2, 3, and 4 of Bridge no. 9743B. This will require that the 12 holes be reinforced as indicated on drawing 24152.

Location by station numbers:

L8 Overcrossing of I-5 Bridge No. 9743B

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$275.00
Material	275.00
Equipment	175.00
Total	$725.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") ~~in order to facilitate~~ ~~future~~ This work was requested by Al Rear and Al Harwood on February 3, 1970, after inspection of structural steel beams for Bridge no. 9743B.
This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.5
Present estimate of project cost, including $725.00 for work under this order	$10,018,389.
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: D. D. Rohrbough, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

3-10-70

SP*23577-734

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

January 30, 1970

SUBJECT:
Complaint Clayton Nyberg
Tualatin Rv.-Pac. Hwy. Section
East Portland Freeway
Contract No. 7151

To:
Mr. F. D. Morgan
Construction Engineer
Salem

On several occasions in the past, especially during and following heavy rains, Mr. Nyberg has indicated concern about possible siltation and damage to his property lying in the southeast quadrant of the Nyberg Road interchange. Previous complaints have concerned waters flowing northward down the raw median of Interstate 5. We have taken corrective action to minimize this by placing some rock material in the median, and the contractor has also taken precautionary measures consisting of appropriately placed sand bags.

Mr. Nyberg has now come up with another complaint. This time it concerns possible damage to his field tiles by siltation from runoff flowing northerly across Sagert Road just east of I5, and then continuing across the Sagert property on to Mr. Nyberg's property. Attached is a copy of a report with photographs and sketch of this latest complaint. The materials on the subject job are fine and silty and extremely erosive while fresh. It does not appear to us that much damage has been done; however, at this time the whole bottom land is under water (which is a normal occurrence), and so we have not been able to reinspect the field tiles, and frankly, I don't know what action we could take if we did reinspect the field tiles.

It is suggested that the Legal Department be advised of this situation so that they may make a determination as to what our obligation may be, and be prepared to affect an appropriate settlement on conclusion of this job, if such a settlement is in order.

L. W. Rulien
Division Engineer

Routing
1 Morgan M
Decker
Lond
Walker

RECEIVED
FEB 2 1970
CONSTRUCTION
DIVISION

LWR:fb
Enc.
cc D. D. Rohrbough
L. C. Grothaus

FORM E-90 50M 7-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 21, 1970
Tualatin, Oregon 97062

SUBJECT:

To:

L.W. Rulien
Division Engineer

Complaint: Clayton Nyberg
Tualatin River-Pacific Hwy.
East Portland Freeway
Contract # 7151

As requested by your memo of January 14, 1970, this office has made an investigation into the possibility of damage to the subject property resulting from drainage waters from the present construction.

This drainage heads near Highway 217, south of the City of Tualatin and proceeds easterly to the project near Saggert Rd. As shown on the enclosed drawing, the drainage crosses I-5 and Saggert Rd. and is released into the Saggert Property. This drainage joins another drainage on the Nyberg Property.

This same drainage course has been scrutinized previously with respect to the Saggert property. The earlier investigation disclosed that the quantity of runoff has been increased, expecially so during the construction, due to the changed characteristics of the original areas. It was further found that after the slopes were seeded and cover extablished, the runoff would become more near the original quantity. It is the position of this office that this drainage previously used this route, and that present construction has not added any drainage area to it.

As to the quality of the runoff, it has been noted that recent rains have coused erosion of the fills in the Saggert Rd. area, and silt deposits are visible adjacent to the Saggert fill and on the Saggert property. From that point northerly to the Nyberg Property, the grade of the watercourse is such as to carry the silts, not deposit them. After the course crosses into the Nyberg property, the gradient flattens off to permit silting. I noted that a deposit had formed that was about 30 feet wide by some 300 feet long before the watercourse entered the surface ditch. The silt deposit varied in depth from say 2 to 6 tenths.

☐ DE ☐ ADE ☐ ADE ☐ OE
JAN 22 1970
☐ TE ☐ UE ☐ DES

Note that just upstream from the silt deposit the watercourse wyes out with a smaller portion running westerly toward a swampy ground adjacent to the I-5 Right of Way. It was observed that if all the watercourse was diverted in this direction, the silts would be deposited in the swamp. This diversion could be accomplished with a hand shovel and maybe a few sandbags.

At this time the high water in the Tualatin River has caused the lower parts of Nyberg's field to become inudated and it was not possible to inspect the drain tiles or sufface ditch. I have on previous occasion inspected this particular area and have not found any serious silting.

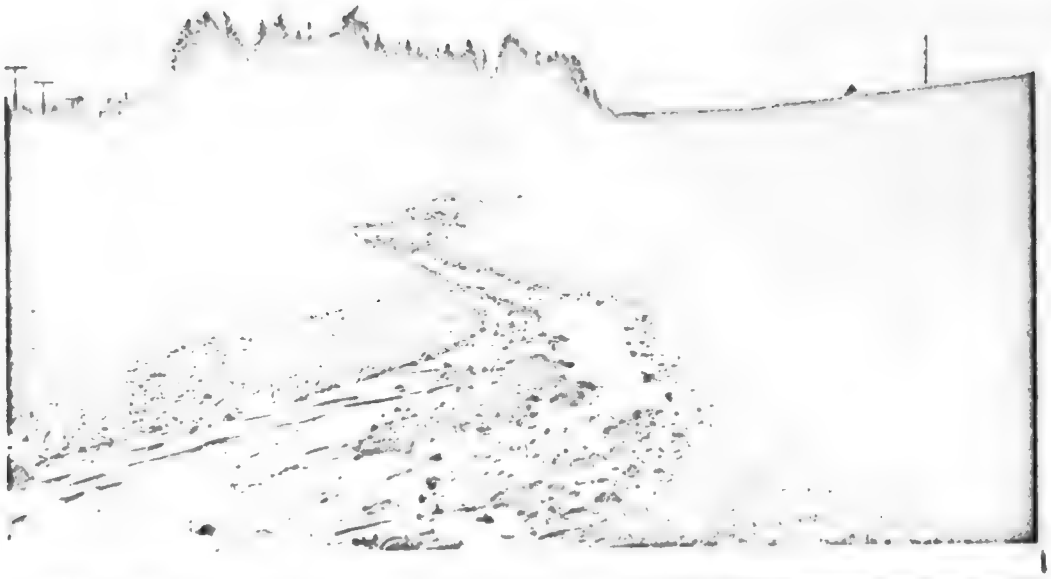
From this observation it appears that all the heavier silts have fallen out of the drainage before reaching the creek and I doubt that any damage from this source has occured.

This office will observe the recession of the present flood waters and make further investigation when the creek bottom and drain tiles are again accessible.

D.D. Rohrbough
Resident Engineer

by: R. Hedtor
Asst. Res. Eng'r.

JAN 70



1. Facing South - Watercourse thru Fred Sagert field - Slight erosion.
2. Facing North - Watercourse thru Sagert field.
3. Facing North - At wye in watercourse.
4. Facing South - Silt deposit in Nyberg field - Man standing near wye in watercourse.
5. Facing North - Silt deposit in Nyberg field.
6. Facing West - Nyberg field under water.
7. Facing West - Nyberg Property.

Complaint – Clayton Nyberg
Tualatin River – Pacific Hwy.
East Portland Freeway
Contract # 7151

Sketch map

Form

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(12)290
7151

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 19 FEB 1970

U. S. BUREAU OF PUBLIC ROADS

Project Name Tualatin River - Pacific Highway Sect. ✓
Date January 2 19 70
Highway East Portland Freeway ✓
Contract No. 7151
County Clackamas & Washington ✓
Prefix 603-1003 ✓
Contractor Guy F. Atkinson Co. ✓
F. A. Project No. I-205-7(12)290 ✓
Address P.O. Box 318 Tualatin, Oregon 97062 ✓
Order No. 13 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Contractor to furnish and install 28 larger size washers and 4 new 1½" diameter bolts at wind tongue anchorages for Wankers Corner Str. and Meridian Rd. Str. Also, Contractor will shift 24 existing bolts to other locations in wind tongue anchorage. This work has not been started.

NOTE
F. B.

Location by station numbers:

Wankers Corner Structure - Bridge No. 9739 - Bent #3
Meridian Road Structure - Bridge No. 9741 - Bent #3

Estimate of quantities and cost:

Labor	-	$125
Equipment	-	$ 55
Material	-	$170
Total	-	$350 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This "extra work" is required of contractor by the state due to small size of existing washers which were detailed to cover large slotted holes in wind tongue anchorages at subject structures. These washers must be supplemented by larger washers in order to torque-bolts without deflecting washers.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.	
Present estimate of project cost, including $350 for work under this order	$10,018,389.	
Expected under-run over-run amount	$0	
Expected under-run over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ ~~Office Engineer.~~
for Construction

SP*23577-734

Morgan 2-10-70

DEC 2

Form FHWA-121 (1)
UNITED STATES GOVERNMENT

Memorandum

290

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 19, 1969

In reply refer to: 08-35.6

TO : 7121 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary No. 35-69-EID(4S)20
Structural Steel Fabrication

This year we conducted a series of inspections-in-depth on structural steel fabrication on the following projects:

I-205-7(10)298, West Linn Bridge, Seattle Fabrication
I-205-7(10)298, West Linn Bridge, Vancouver Fabrication
I-205-7(12)298, Tualatin River-Pacific Highway Section

The January inspection of the Seattle fabrication of the West Linn Bridge was reported as a stage inspection. Because of the findings of that inspection, the other two inspections were undertaken. It was hoped that an inspection could be made of the West Fremont Interchange fabrication, but unfortunately that work has not progressed sufficiently at this time.

You were furnished copies of each of the three inspection reports with the request that you indicate proposed action to correct any problems noted on the reports. We have your replies in each instance and are satisfied with them.

The purpose of this summary report is to bring to your attention any problems which we found on a recurring basis. We found the fabrication being inspected by State forces was generally good. There was a good understanding between the State and the fabricator and everybody knew where they stood. We found on the inspection of work by an outside agency that there was not this meeting of minds and the inspection and work were not of the high quality found on State work. I feel that the steps you have taken since to insure that the consulting firms understand what is required prior to submitting proposals, and the followup inspection work during fabrication, should all result in a better product in the future.

Copy – [illegible]
12-24-69

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.

OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-205-7(12)

Form A-10[illegible]

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DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

61-B

APPROVED EFFECTIVE DATE 12/10/69
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

STATE FORCES NOT INVOLVED

APPLYING TO CONTRACT PROJECTS

7151

Order No. 6

Project Name Tualatin River-Pacific Hwy. Date 3 December, 1969

Highway East Portland Freeway Contract No. 7151 F. A. Project No. I-205-7(12) 290

County Clackamas & Washington Prefix 603-1003 Account No. 290-06

Description of Work To Be Done:

This order documents a credit to the project for excess 14" Prestressed Concrete Piling purchased from the contractor under Bid Item #89.

NOTED
F. B. KLABOE

Location by Station Numbers:

Estimate of Quantities and Costs:

14" Prestressed Conc. Piling 42 ea. at 30'ea. equals 1,260 lin.ft.
1,260 lin.ft. at $3.50/lin.ft. equals $4,410.00

Credit for piling transfered to maintenance $4,410.00

Explanation:

Piling were excess from the Prosperity Park Overcrossing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$10,018,389.56
Present estimate of project cost, including Cr. 4,410.00 for work under this order	$10,018,389.56
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer
D.D. Rohrbough

Approval Recommended: [illegible] for Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: [illegible] Division Engineer

Approved: [illegible] ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ for Constr. [illegible]

Ref'd to Morgan 12-30-69

RECEIVED
NOV 20 1969

[illegible]
7151

November 13, 1969

Olson Campbell Inc.
Rt. 1 P.O. Box 391
Hillsboro, Oregon 97123

Subject: Guy F. Atkinson Co. Contract #7151

Gentlemen:

We have received payment of your account which has cleared all but a very small balance of $84.78.

Since we have filed a claim against the prime contractor bond, we would certainly like to release our claim and could do so immediately upon receipt of your check in the above amount.

We will look forward to receiving your check in the above amount so that we can immediately release our claim against this contract.

Very truly yours,

R. M. WADE & CO.

Howard J Booth

Howard J. Booth
Credit Manager

CC: Oregon State High Dept. ✓
Floyd Query, Sec.
Hwy. Building
Salem, Oregon 97310

G. F. Atkinson Company
720 S. W. Washington
Portland, Oregon 97205

NOTED
FLOYD QUERY

Cc ✓

NOTED
C. W. HEAD

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NOV [illegible] 1969
OREGON
STATE HIGHWAY COMMISSION

Form E-206—3M

I-205-7(12)290

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NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11/6/69
Contingent upon modification of project agreement if additional funds are required
BY G R Brooks
TITLE Dist. Engineer
DATE 6 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

7151

Project Name Tualatin River-Pacific Highway
Highway East Portland Freeway
County Clackamas and Washington
Contractor Guy F. Atkinson Co.
Address P.O. Box 318, Tualatin, Oregon

Date October 21, 1969
Contract No. 7151
Prefix 603-1003-~~900~~
F. A. Project No. I-205-7(12)290
Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Establish a series of wellpoints across the subgrade and backslopes.

Location by station numbers:

Three locations on "G" Line, Stas. 1180, 1186 and 1192±

Estimate of quantities and cost:

Materials	$1,000
Labor	500
	$1,500

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Establishment of well points will provide necessary information for effective subgrade drainage on the "G" line.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,018,389.56	
Present estimate of project cost, including $ 1,500 for work under this order	$10,018,389.56	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

11-6-69

RECEIVED
OCT [illegible] 1969
FOR [illegible]

Form FHWA-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(12)290
1151

DATE: October 13, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River-Pacific Highway Section
East Portland Freeway
Pavement Structure

By letter dated October 8, 1969, Mr. Klaboe presented three estimates of savings in modifying the pavement structure on the subject project. The proposed modifications would eliminate the 3" stone base between the lime treated subgrade and the cement treated base. The net savings involves this project and I-205-7(11)294 under which the aggregates are being produced.

Proposal No. 1 replaces the 3" stone base with 2" of CTB. Mr. Klaboe recommends this proposal with a net estimated savings of $9,254.08. This proposal is considered quite conservative in regard to reduction of design strength.

Proposal No. 1 is hereby approved as recommended by Mr. Klaboe with the stipulation that the entire 6" of CTB be placed in one lift.

10-15-69

REFERRED TO
Bond
By Asst. State Hwy. Engr

Please proceed post haste

RECEIVED
OCT [illegible] 1969
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1969

FOR FILING

I 205-7(12)290
7151

October 8, 1969

3075

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon I-205-7(12)290, Tualatin River-Pacific
Highway Section, East Portland Freeway
Your Reference: 08-35-DA

Your letter of September 26 requested design data to support a proposed change in pavement structure wherein cement treated base would be substituted for stone base. An estimate of monetary savings to both Contracts 7150 and 7151 was also requested.

An estimated 394 (two-lane) sections remain to be surfaced on the "Ls", "LN" and "G" lines. Computations of quantities and monies involved for three situations are shown on the attached sheets and are summarized as follows:

No. 1 - Two inches of CTB for three inches of Stone Base

Increase overall cost Contract No. 7151	$ 1,780.88
Decrease overall cost Contract No. 7150	11,034.96
Net Savings	$ 9,254.08

Total percent fatigue used, 38 percent for this proposal (see attached sheets).

No. 2 - One and a half inches of CTB for three inches of Stone Base

Decrease - Contract 7151	$ 9,018.66
Decrease - Contract 7150	16,483.78
Net Savings	$25,502.44

Total percent fatigue used, 89 percent for this proposal (estimated).

No. 3 - One inch of CTB for three inches Stone Base

Decrease	Contract 7151	$19,274.48
Decrease	Contract 7150	21,882.37
	Net Savings	$41,156.85

Total percent fatigue used, 80 percent for this proposal (see attached sheets).

Design data indicates proposal No. 1, two inches of CTB for three inches of stone base to be conservative with total fatigue used being 38 percent. However, for this project, we believe a six-inch depth of CTB placed directly on the lime treated subgrade to be a minimum and recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien - Enc.

GLD:fw srb

1

Mixture C.T.B. $1.00 ton
cement $24.00 "
Stone Base $1.00 ton

TUALATIN River - Pacific Hwy - Contract 7151

Proposed change in surfacing:- 2-inches of C.T.B. for 3" Stone Base -

Stone Base Eliminated - Per sta - 2 lanes

D W L C.Yds Comp

1" × 56.5' × 100' / 27 = 17.43 ×1.89 = 32.94 tons

2" × 28' × 100' / 27 = 17.28 " = 32.66 "

Total 65.60

65.60 + 5% water = 68.88 tns @ 1.00 = $68.88

C.T.B. Added - Per sta - 2 lanes

C.Yds Comp

2" × 28' × 100 / 27 = 17.28 1.89 = 32.65 tons

32.65 × 5% = 1.63 tns cement

cement 1.63 tons @ 24.00 - $39.12
Mixture (32.65 + 1.63) tons @ 1.00 - 34.28
73.40 - 68.88 × 394 = $1790.88 Increase $73.40

Reduction in 1" from West Linn - Tualatin River (Contr 7150)
65.60 - 32.65 = 32.95 tons per sta × 394 =
12,982.30 tons @ .85 (1.60 Cu.Yd) = $11,034.96

Bid — CT13 Mixture -- 1.00 ton
Prices — Cement 24.00 ton
Stone Base 1.00 ton

TUALATIN River - Pacific Hwy - Contract 7151

Proposed change in surfacing:- 1½-inch of CT13 for 3" Stone Base

Stone Base Eliminated Per - sta - 2 lanes

D W L cu.yds comp

$$\frac{1\tfrac{1}{2}'' \times 56.25 \times 100}{27} = 26.04 \times 1.89 = 49.22 \text{ tons}$$

$$\frac{1\tfrac{1}{2}'' \times 28 \times 100}{27} = 12.96 \times 1.89 = 24.49 \text{ tons}$$

73.71 tons

73.71 + 5% water = 77.40 tons @ 1.00 = $77.40

CT13 Added Per sta - 2 lanes

$$\frac{1\tfrac{1}{2}'' \times 28 \times 100}{27} = \overset{\text{cu yds}}{12.96} \times 1.89 = 24.49 \text{ tons}$$

24.49 × 5% = 1.22 tons cement

Cement 1.2 tons @ 24.00 = 28.80
Mixture 24.49 + 1.22 tons @ 1.00 = $25.71
54.51

77.40 − 54.51 × 394 = $9,018.66 Decrease

Reduction in 1-0 from West Linn - Tualatin River (Contr 7150)
73.71 − 24.49 = 49.22 tons per sta × 394 =
19,392.68 tons @ $0.85 ($1.60 cu.yd) = $16,483.78

#3

Bid Prices - CTB Mixture - 1.00 ton
Cement 24.00 "
Stone Base 1.00 "

TUALATIN River - Pacific Hwy - Contract 7151

Proposed change in surfacing: - 1-inch of CTB for 3" Stone Base.

Stone Base Eliminated Per sta - 2 lanes

D W L c.yd's Comp

$\frac{2'' \times 56' \times 100}{27} = 34.57 \times 1.89 = 65.34$ tons

$\frac{1'' \times 28 \times 100}{27} = 8.64 \times$ " $= 16.33$ "

Total 81.67 "

81.67 + 5% water 85.75 tons @ 1.00 = 85.75

CTB Added Per sta - 2 lanes

c.y's Comp

$\frac{1'' \times 28 \times 100}{27} = 8.64 \times 1.89 =$ 16.33 tons

16.33 × 5% = 0.82 tons cement

cement 0.82 tons @ 24.00 = 19.68
Mixture 16.33 + 0.82 tons @ 1.00 = 17.15
85.75 - 36.83 × 394 = $19,274.48 Decrease 36.83

Reduction in 1"-0 from West Linn - Tualatin River (Contr 7150)
81.67 - 16.33 = 65.34 tons per sta × 394 =
25,743.96 tons @ 0.85 (1.60 cu.yd) = $21,882.37

SECTION TUALATIN RIVER - PACIFIC HWY. HIGHWAY East Portland Freeway
COUNTY Clackamas & Wn. DATE 9-30-69

Outside Lanes X	Inside Lanes		**Credits**
Load Safety Factor 1.3	"R" Value 10	8.0"	C.R.P.C.C. 9.0"
Subbase Depth Eff. - 3.0"	C.T.B. Depth 5.0"	5.0"	C.T.B. 5.0"
k-Values: Basement 70	Subbase 12 C.T.B. 185	6.0"	L.T.S. 3.0"
Compressive Strength 3950			
Modulus of Rupture (M.R.) 525	Total Depth P.C.C. Eff. - 9.0"		

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	370	0.71	1,500	80	5
34	44.2	365	0.70	2,000	150	8
32	41.6	350	0.67	4,500	150	3
30	39.0	335	0.64	11,000	129	12
28	36.4	320	0.61	24,000	129	5
26	33.8	305	0.58	57,000	258	1
24	31.2	285	0.54	180,000	1,911	1
22	28.6	260	0.50	- - -	11,731	
20	26.0				446,724	
18	23.4				2,082,273	
			TANDEM AXLE LOADS			
50	65.0	350	0.67	4,500	679	15
48	62.4	335	0.64	11,000	679	6
46	59.8	320	0.61	24,000	1,326	6
44	57.2	310	0.59	42,000	1,932	5
42	54.6	295	0.56	100,000	3,961	4
40	52.0	285	0.54	180,000	4,008	2
38	49.4	275	0.52	300,000	21,254	7
36	46.8	260	0.50	- - - -	75,665	
34	44.2	250			257,234	
32	41.6				571,992	
30	39.0				298,313	
28	36.4				748,313	

Total % Fatigue Used 80

SECTION TUALATIN RIVER - PACIFIC HWY. IGHWAY East Portland Freeway
COUNTY Clackamas & Wn. ATE 9-30-69

Outside Lanes X
Load Safety Factor 1.3
Subbase Depth Eff. - 3.0"
k-Values: Basement 70
Compressive Strength 3950
Modulus of Rupture (M.R.) 525

Inside Lanes
"R" Value 10
C.T.B. Depth 6.0"
Subbase 72 C.T.B. 215
Total Depth P.C.C. Eff. - 9.0"

	Credits
8.0"	C.R.P.C.C. 9.0"
6.0"	C.T.B. 6.0"
6.0"	L.T.S. 3.0"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	365	0.70	2,000	80	4
34	44.2	355	0.68	3,500	150	4
32	41.6	340	0.65	8,000	150	2
30	39.0	325	0.62	18,000	129	1
28	36.4	310	0.59	42,000	129	—
26	33.8	295	0.56	100,000	258	—
24	31.2	275	0.52	300,000	1,911	1
22	28.6	255	0.49	- - -	11,731	
20	26.0	—	—	- - -	446,724	—
18	23.4	—	—	- - -	2,082,273	—
TANDEM AXLE LOADS						
50	65.0	335	0.64	11,000	679	6
48	62.4	325	0.62	18,000	679	4
46	59.8	310	0.59	42,000	1,326	3
44	57.2	300	0.57	75,000	1,932	3
42	54.6	290	0.55	130,000	3,961	3
40	52.0	280	0.53	240,000	4,008	2
38	49.4	265	0.51	400,000	21,254	5
36	46.8	250	0.48	- - - -	75,665	
34	44.2				257,234	
32	41.6				571,992	
30	39.0				298,313	
28	36.4				298,313	

Total % Fatigue Used 38

SECTION TUALATIN RIVER - PACIF[illegible] HWY. HIGHWAY East Portland Freeway
COUNTY Clackamas &Wn. DATE 9-30-69

Axle Load Kips	2 Axle TADT = 683		3 Axle TADT = 350		4 Axle TADT = 88		5 Axle TADT = 884		6 Axle TADT = 9		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	80			80
34							0.17	150			150
32							0.17	150	—	—	150
30							—	—	14.3	129	129
28							—	—	14.3	129	129
26	—	—			—	—	—	—	28.7	258	258
24	1.75	1195	—	—	3.72	327	0.44	389	—	—	1,911
22	5.91	4037	3.10	1,085	9.20	810	6.28	5,552	27.4	247	11,731
20	40.4	27,593	86.9	30,415	2[illegible]	17,776	419	370,396	60.4	544	446,724
18	128	87,424	334	116,900	611	53,768	2[illegible]60	1,821,040	349	3,141	2,082,273
TANDEM AXLE											
50			0.55	193			0.55	486			679
48			0.55	193			0.55	486			679
46			—	—			1.50	1,326			1,326
44			1.10	385			1.75	1,547			1,932
42			1.72	602	—	—	3.80	3,359			3,961
40			1.72	602	5.66	498	3.29	2,908	—	—	4,008
38			0.62	217	9.09	800	22.6	19,978	28.8	259	21,254
36			13.8	4 330	12.1	1,065	78.3	69,217	61.4	553	75,665
34			62.7	21,945	35.4	3,115	26[illegible]	231,608	62.9	566	257,234
32			136	47,600	145	12,760	57[illegible]	509,184	272	2448	571,992
30			61.7	21,595	164	14,432	29[illegible]	258,128	462	4158	298,313
28			61.7	21,595	164	14,432	29[illegible]	258,128	462	4158	298,313
26			61.7	21,595	[illegible]	14,432	29[illegible]	258,128	462	4158	298,313

Page ____

TRAFFIC ANALYSIS

SECTION: TUALATIN RIVER - PACIFIC HWY.

HIGHWAY: East Portland Freeway

COUNTY: Clackamas & Wn.

11,700 Present ADT (1970)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	390	2.5	975	683	450	307,350
3	200	2.5	500	350	1000	350,000
4	50	2.5	125	88	1250	110,000
5	505	2.5	1263	884	3180	2,811,120
6	5	2.5	13	9	2570	23,130
				2014 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,601,600

TWENTY YEAR EWL 72,032,000

TRAFFIC COEFFICIENT 11.2

RECEIVED
SEP 29 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(12)290
7151

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 26, 1969

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-205-7(12)290
Tualatin River - Pacific Highway Section
East Portland Freeway

Mr. Klaboe's September 18 letter requested our concurrence in increasing the depth of cement treated base to 7 inches placing it directly on the lime treated subbase. This increased depth of cement treated base would eliminate a 3 inch stone base between the cement treated base and the lime treated subbase.

We have reviewed this situation and would be willing to give it further consideration if the total depth of pavement structure were reduced to compensate for the added structural strength of the cement treated base. This would reduce the total quantity of base material without sacrifice to structural adequacy and should reflect a substantial monetary savings. This consideration should be given only to main lines (including "G" line) where only 3 inches of stone base has been planned.

This plan would also create a savings on the West Linn-Tualatin River Section by reducing the quantity of stockpiled material under Item 26 on that contract. Since this stockpiling is now underway we feel that your proposal should be expidited in an attempt to avoid conflict with current work.

In order to save time we request that your proposal include pavement design data and sufficient detail to fully support your change. We would also like to see an estimate of monetary savings to both contracts (7150 and 7151).

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 18 1969
[illegible]

September 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Re: Tualatin River-Pacific Highway Section
East Portland Freeway
Clackamas and Washington Counties

Exploratory core holes have been drilled on recent construction where the subgrade had been lime treated. Moisture was observed to be accumulating in the base rock directly above the lime, indicating the treated subgrade had become impervious to water.

It is believed this moisture accumulation could have detrimental effects on stability of the surfacing section, particularly where the depth of base rock is minimal.

The surfacing section of the Tualatin River-Pacific Highway Section of the East Portland Freeway calls for only three inches of stone base between the cement treated base and lime treated subgrade. To assure stability in the surfacing section, we propose increasing the depth of cement treated base to seven inches and placing it directly on the lime treated subgrade.

May we have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. D. Morgan
L. W. Rulien

GLD:fw sr

RECEIVED
OCT 1 - 1969

RECEIVED
SEP 24 2 00 PM '69
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 23, 1969

R. M. Wade and Co.
1919 N. W. Thurman Street
Portland, Oregon 97209

4432

FILED
SEP 24 1969
CLAY MYERS
SECRETARY OF STATE

Attention: Howard J. Booth
Credit Manager

Gentlemen:

This will acknowledge your letter of September 19 stating that Olson-Campbell Inc., owes you for fencing material, post and wire in the amount of $3,756.65.

This appears to be in reference to the Guy F. Atkinson Company Contract No. 7151 for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties. Our Construction Division informs us that this contract was approximately 39 percent complete as of September 20, 1969.

NOTED ON CARD
9-30-69 CR

The surety on this project is the Fidelity and Deposit Company of Maryland. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

When your claim has been satisfied, please let us know, so that we can clear our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fidelity and Deposit Co. of Maryland
Guy F. Atkinson Company
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed letter.

NOTED
C. W. HEAD

RECEIVED
SEP 25 1969
OREGON
STATE HIGHWAY COMMISSION

WADE NEWBEGIN
President and General Manager
H. D. SMITH
Vice President In Charge of Sales

Seattle Branch—
532 First Avenue So.
SEATTLE, WASHINGTON 98104

R·M·WADE & CO
SINCE 1865
PORTLAND OREGON

1919 N.W. Thurman Street
PORTLAND, OREGON 97209
PHONE 228-7383

NORTHWEST DISTRIBUTORS OF QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

September 19, 1969

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97301

Gentlemen:

During the month of September, 1968, we furnished fencing material, post and wire to Olson-Campbell Inc. in Hillsboro Oregon to be used for installation on Oregon State Highway contract #7151.

The total billing for material furnished was $8151.51 and at the present time there remains a balance due from this account of $3756.65.

Due to a lack of cooperation from Olson-Campbell Inc. in making payments, it is necessary for us to file a claim with the Secretary Of State on this contract.

We would appreciate it very much if you would advise us as to the status of the work on this project and the name of the prime contractor.

Very truly yours,

R. M. WADE & CO.

Howard J. Booth

Howard J. Booth
Credit Manager

HJB:rb

RECEIVED
SEP 22 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1969
FOR [illegible]

I-205-7([illegible] -70

7151

ting
4 Morgan 0
3 Decker
1 Bond
V Walker W
Boehme
Johnson

RECEIVED
SEP 2 1 1969
CONSTRUCTION
DIVISION

/ Pease E
5 Swan
Glenn
Litchfield
Gallagher
Stein

September 17, 1969 Tualatin, Oregon 97062

Re: Balance of Earthwork Quantities
Unit A- Unit B
East Portland Freeway- Contract 7151

Guy F. Atkinson Co.
P.O. Box 318
Tualatin, Oregon 97062

Attention: Mr. Ray E. Webb
Project Manager

Dear Sir:

There has been considerable speculation regarding whether sufficient excavation quantities remain to complete the embankments on the above mentioned contract.

Due to the rapidity of the work and the large areas involved, it is quite hard to make an accurate determination of the remaining quantities at this time.

On September 11, 1969 a " shot gun" estimate was made of these quantities and it was felt that it is possible that we may be short approximately 71,000 C.Yd. This quantity could vary considerable either way.

It should also be pointed out that considerable material has been stockpiled as Top Soil. It is expected that the quantity of Topsoil to be used should approach the amount shown on the plans. If it is found that you have excessive materials stockpiled it will be expected that it will be used in embankment.

We have several sources where additional materials may be obtained if necessary. In most cases such sources would necessitate certain extra cost for clearing, resloping and ect. which would be additional expenses which must be considered. There is also a possibility of borrowing materials from the pit on your other contract.

In order that a comparison may be made of the probable cost of borrow material it is desirable that I have some indication of a price for outside borrow material for Unit "B". If You have any suggestions pertaining to possible points of borrow I will be glad to discuss this with you.

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

c.c. L.W. Rulien

Very Truly yours,

D.D. Rohrbough
Resident Engineer

9/25/69
Copy to
Klaboe
via Mr Bond
DW

☐ ☐ ☐ ☐
DE ADE ADE OE
SEP 22 1969
☐ ☐ ☐
TE UE DES

Send cc F.D. Morgan

Form [illegible]
RECEIVED
OCT 10 1969
STATE HIGHWAY ENGINEER

I-205-7(12)290
7151

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED [illegible]
Contingent upon [illegible] project agreement if additional funds are required
BY B N Brooks Dist. [illegible]
TITLE
DATE 9 OCT 1969
BUREAU OF PUBLIC ROADS

Project Name	Tualatin River-Pacific Hwy.	Date	12 September, 1969
Highway	East Portland Freeway	Contract No.	7151
County	Wash. & Clack.	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	PO Box 318, Tualatin, Ore. 97062	Order No.	11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Contractor to move 10BP42 steel pile cut-offs from Sagert Rd. structure to LN O-xing of "G" Line structure. To be used as splice material.

Location by station numbers:

From: Sagert Rd. Str. Bridge #7586A

To: LN O-xing of "G" Line Str. Bridge # 97430

NOTE
F. B. [illegible]

Estimate of quantities and cost:

Labor	$150.00
Equip.	100.00
TOTAL	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This Extra Work is required of the contractor by the State of Oregon in order to furnish greater pile lengths which are needed at Bridge # 97430 to reach required bearing. Prior approval has been received from H. Schell of the B.P.R..

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.56
Present estimate of project cost, including $250.00 for work under this order	$ "
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer
OK 10-10-69

Approved: ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer ~~or Office Engineer.~~

SP*73577-[illegible]

RECEIVED
AUG 27 1968

8-20-68

7-5 [illegible] 7(12) 290
7157

BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: Mr. Forrest Cooper, State Highway Engineer Salem, Oregon	PROJECT: I-205-7(12)290 SECTION: I-5 to Tualatin River WORK : Utility Adjustment COUNTY : Washington & Clackamas

FROM: R. E. Simpson, Division Engineer Salem, Oregon	DATE PS&E APPROVED 7-2-68	DATE AUTHORIZED 8-20-68

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION – ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

NOTED
F. B. KLABOE

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Portland General Electric Company consisting of your June 19 Utilities and Railroad Attorney's letter, the July 22 Utility's letter and the plans and estimate furnished by Mr. Litchfield's August 13 letter.

Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included.

Reimbursement on an actual cost basis estimated to be $998.38 is approved.

Receipt of Mr. Rumbolz's July 29, 1968 affidavit of the Company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

Our Program Memorandum dated May 28, 1968 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

OFFICE USE
8-22-68
REFERRED TO Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-20-68	R. E. Simpson for	Division Engineer

RECEIVED
SEP 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

205-7(12)29
7151

1 AUG 1969
Date
U.S. Bureau of Publ

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tualatin River-Pacific Highway Sedtion
Date August 20
Contract No. 7151
Highway East Portland Freeway
Prefix 603-1003
County Clackamas & Washington
F. A. Project No. I-205-7(12)29
Contractor Guy F. Atkinson Co.
Order No. #9
Address P.O. Box 318, Tualatin, Oregon 97062

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of co

Description of work to be done: Contractor to move steel 10 BP 42 pile cut-offs from Sagert Str. Br. No. 7586A to prosperity Park Str. Br. No 9740A to be used at Bt.#4 footing. Also to move required equipment in and out of Bt#4 area necassary to accomplish required work.

Location by station numbers:
Move piles from Br. No 7586A I-5 Sta. 268+00
to Br. No 9740A Ls Sta. 1121+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	-	$300.00
Equipment	-	350.00
Total	-	$650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This "extra work" is required of contractor by the State due to pile re-design
of Prosperity Park Str. Br. No. 9740 A Bent # 4 footing. Five (5) additional steel
10 BP 42 Piles- 100' Long were added to Bent #4 footing because plan piling failed to
acheive required bearing. The Contractor is asked to move steel 10 BP 42 Pile cut-Offs
from Br. No. 7586A to Bt. #4 footing Br. No. 9740A to use as piles and is ordered to mov
equipment back into area. Tentative approval was received via telephone from C. Christo
RRR 8/19/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,018,389.5
Present estimate of project cost, including $650.00 for work under this order $10,018,389.5
Expected under-run over-run amount . . . . . . $ 0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office.

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: for Construction Engin ~~Bridge En~~

Approved: ~~Deputy State Highway En~~ ~~Assistant State Highway Engin~~ ~~Office Eng~~
Construction
9-15-69

SP*23877-734

Form A-105—5M

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Contingent [illegible]
project [illegible]
funds a [illegible]
Date [illegible]
U.S. Bureau of [illegible]

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Tualatin River-Pacific Hwy. Date 7 August, 1969

I-205-7(12)290

Highway East Portland Freeway Contract No. 7151 F. A. Project No.

County Clackamas & Washington Prefix 603-1003 Account No. 210(04)

Description of Work To Be Done: This S.FO. is being initiated to establish an account for the transfer of surplus piling from contract #7150, West Linn-Tualatin River Sect. to contract #7151, Tualatin River-Pacific Hwy. Sect.

Location by Station Numbers:

From Tualatin River Structure at Sta. 1011+00 LS Line
To Prosperity Park Structure at Sta. 1120+00 LS Line

Estimate of Quantities and Costs:

19 Pile at 25' per pile equals 475 lin. ft.

475 lin. ft. X $3.52/lin. ft. equals $1,672.00

NOTED
F. B. KLABOF

Explanation: Refer to Extra Work Order #7, Contract #7151.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,018,389.56	
Present estimate of project cost, including $1,672.00 for work under this order	$10,018,389.56	
Expected under-run over-run (amount)	$ 0	
Expected under-run over-run (per cent)	0	

Submitted by: /s/ D. D. Rohrbough
D.D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer XX
XXXXXXXXXX

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan
XXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX
Construction Engineer

I-205-7(12)-290.

Form E-208—8M

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are ...
8 AUG 1969
Date
Dist. Engineer
U.S. Bureau of Public Roads

Project Name: Tualatin River-Pacific Hwy. Sect.

Date: July 29, 1969

Highway: East Portland Freeway

Contract No. 7151

County: Clackamas

Prefix: 603-1003

Contractor: Guy F. Atkinson Co.

F. A. Project No. I-205-7(12)290

Address: P. O. Box 318, Tualatin, Oregon 97062

Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move 19-25' Concrete Piles from Tualatin River Structure, Contract #7150, to Prosperity Park Structure #9740A, Bent #3 footing contract #7151.

These piles will replace 19-25' concrete piles on subject contract and Item #89 for furnishing 14" concrete Piles on subject contract will be reduced by 19-25' = 475 Lin. Ft.

Orig to Morgan
copy to Skoog
8-18-69

Location by station numbers:

From Tualatin River Structure	Sta. 1011+00 Ls Line
To Prosperity Park Structure	Sta. 1120+00 Ls Line

Estimate of quantities and cost:

Labor	- $250.00
+20%	- 50.00
Equipment	- 200.00
+15%	- 30.00
Total	- $530.00

NOTED
F. B. M.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor is asked to do this extra work in order for State to use 19-25' concrete piles that were paid for on Contract 7150 but not used. These piles were not used because pile lengths were revised after pile were delivered to job site.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.56
Present estimate of project cost, including $530.00 for work under this order	$10,018,389.56
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

SP*23577-734

RECEIVED
JUL 3 - 1969
FOR FILING

SP*23500-734

I-205-7(13)290
7151

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1969

SUBJECT: Ervin Dunn, et ux.
R-36368

To: D. H. Moehring
Right of Way Engineer

Building

NOTED
F. B. KLABOE

I am forwarding you herewith Final Report on Real Property Negotiations respecting the above matter.

I recommend this settlement and will proceed to process the signing of a release upon payment of the $1,000.00 settlement amount.

There is no question in my mind there is a taking herein which is compensable.

L. I. LINDAS
Staff Attorney

LIL:gw

cc: G. E. Rohde
F. B. Klaboe

RECEIVED
JUL 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1969
FOR FILING

I-205-7(12)
7151

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1969

SUBJECT: Assignment No. 2837-FBK
Complaint, Mr. & Mrs. E. Dunn
Contract No. 7151
Tualatin River-Pacific Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

2837
793

Attached hereto is a copy of a report submitted by Division I regarding subject complaint.

I recommend these facts be referred to the Legal Division for determination of State responsibility. It appears that the contractor is making a determined effort to correct this problem, said problem being occasioned by the highway construction work.

Satisfying the Dunns appears impossible until work is completed and the disturbed construction areas return to normalcy.

NOTED
F. B. KLABOE

F. D. Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc L. W. Rulien

orig file to Legal Division
to handle 5-2-69

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

Routing
1 Morgan
E
Glenn
Litchfield
Gallagher
Johnson

RECEIVED
MAY 1 1969
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 30, 1969

SUBJECT: Assignment No. 793-M
Mr. and Mrs. Ervin Dunn
Water Supply
Tualatin River-Pacific Hwy Sec.
East Portland Freeway, I-205

To: Mr. F. D. Morgan
Construction Engineer
Salem

Saum Creek, which is referred to in the Dunn's water complaint, traverses the I-205 project from its crossing of I-5 to a point just west of Wankers Corner, otherwise known as Sagert Road Interchange. The contractor has cleared the majority of the project through the area in which Saum Creek flows and is also doing some channel and embankment foundation work in these areas. Since all of the natural ground cover has been removed, Saum Creek is especially susceptible to erosion during periods of rainy weather.

Prior to receipt of this assignment, Mr. Rohrbough had meetings with the Dunns, and the contractor on the project had been making provisions to reduce the roiling of the water. I met with Mr. and Mrs. Dunn on April 28, in company with Mr. Rohrbough, and explained to them what our plans were to reduce the pollution of the water. It was very apparent that Mr. and Mrs. Dunn felt that no plan of action on our part would be acceptable, with the exception of drilling them a well for their water supply. We were told that we would have to drill approximately 150 feet in order to obtain a suitable water supply. Mr. Dunn mentioned that he had been wanting a well for the past 20 years. I informed the Dunns that there was no way that I could give them a well and that before any such action would even be considered, the State's liability in this matter would have to be determined.

I reiterated to the Dunns the things that I could do and the things we were doing; i.e., the contractor's establishing sedimentation ponds at any point where the contractor was actually working in the channel or pumping water from an excavation toward the channel. I also told them that the contractor was establishing sand filters below every location of activity on the project. It is estimated that the contractor will have all of these filters installed by April 30.
In connection with the installation of these sand filters in the creek channel, Mr. Rohrbough has contacted the Fish Commission and they have given him their permission to temporarily block the channel with these sand filters.

Mrs. Dunn phoned Mr. Rohrbough today; and when she learned that we had installed the filters which blocked the channel, she claimed that she was going to phone the Fish Commission and protest our action, which she said she was sure would ruin the fishing in the creek for her sons. She also informed him that she was through discussing the matter with the field people and was going to phone Mr. Kessler Cannon of the Governor's office, whom she claims to know personally.

Subsequent to Mrs. Dunn's phone call, Mr. Rohrbough reported to me that Glen Carter, supervisor of Water and Water Quality Studies for the Oregon State Sanitary Authority, had stopped in to see him and told Mr. Rohrbough that he felt the Highway Department and Atkinson were doing everything that could be expected. He further informed Mr. Rohrbough that the Sanitary Authority objected to people using Saum Creek for domestic purposes; however, they could not prohibit the use. Mr. Carter also stated that he knew Mr. Cannon and would phone him and give Mr. Cannon a more accurate picture of what was going on.

I have directed our geologist to obtain a water sample from Saum Creek above our construction, to be checked for purity. Mr. Rohrbough will obtain water samples every other day for the next ten days which will be taken above, within and below the construction. These samples will be shipped to the Salem Lab for measurements of contained soil particles. Atkinson has promised to watch their construction activity near the creek as closely as possible and will maintain the sand filters as long as there is a contamination problem.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

cc: D. D. Rohrbough

HIBBARD, JACOBS, CALDWELL & CANNING
ATTORNEYS AT LAW
710 CENTER STREET
OREGON CITY, OREGON
97045

GEORGE L. HIBBARD
DALE JACOBS
JOHN C. CALDWELL
FREDERIC D. CANNING
PAUL D. SCHULTZ
CHARLES A. SAMS

AREA CODE 503
656-5207
MAILING ADDRESS
P. O. BOX 470

April 22, 1969

REFER TO
admin

KL 805

8747

COPY

Guy F. Atkinson Company
P. O. Box 318
Tualatin, Oregon

State Highway Department
Salem, Oregon

Gentlemen:

We write this letter to you on behalf of Mr. and Mrs. Ervin Dunn, Route 1, Box 426, Tualatin, Oregon. Apparently the construction of I-205 in proximity to the Dunn's premises is so riling Saum Creek from which the Dunn's obtain water through a State Engineer issued water permit, that it is unuseable. Representatives from both of your organizations informed Mrs. Dunn that this will continue for a long time and that there is nothing to be done about it short of a lawsuit.

I can hardly imagine such advice or such a statement upon the part of your representatives. In any event, may I please have contact from you to determine whether or not something may be done for the people who are taking water as a supply from this creek short of the necessity of litigation.

Very truly yours,

HIBBARD, JACOBS, CALDWELL & CANNING

George L. Hibbard

GLH:sf

cc: Mr. and Mrs. Ervin Dunn

RECEIVED
APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

I-205-7(12)290

7151

Form E-208—6M

JUN 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

Contingent upon modification of project agreement if additional funds are required.
Date MAY 3 1969 by G R Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Tualatin River-Pacific Highway	Date	May 14, 1969
Highway	East Portland Freeway	Contract No.	7151
County	Clackamas & Washington	Prefix	603-1003
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-205-7(12)290
Address	P. O. Box 318, Tualatin, Oregon 97062	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Selective removal of trees, down timber and stumps, between clearing and right of way lines and also in median "save" areas where some unsightly conditions exist.

Location by station numbers:

Throughout project.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$3,000.00
Labor	5,000.00
Total	$8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
It is felt that this selective clearing work should be performed prior to extensive grading operations. This work is located outside normal clearing limits. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,018,389.56	
Present estimate of project cost, including $8,000.00 for work under this order	$10,018,389.56	
Expected under-run over-run amount	$0	
Expected under-run over-run per cent	0	

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ D. H. Haller, Jr.
Division Engineer

Approved: /s/ G. L. Decker
for Constru[illegible] Engineer.

Ref'd to Morgan 6-3-69

Form E-208—5M

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(12)290
7151

STATE COPY G-1

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 25 1969 By
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tualatin River-Pacific Highway
Highway East Portland Freeway
County Clackamas & Washington
Contractor Guy F. Atkinson Co.
Address P. O. Box 318, Tualatin, Oregon 97062

Date April 18, 1969
Contract No. 7151
Prefix 603-1003
F. A. Project No. I-205-7(12)290
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move 10" BP 42# Steel H pile cut offs from Wankers Corner structure No. 9739 to Meridian Road Structure No. 9741 to use for splice material.

Location by station numbers:
From Br. No. 9739 Sta. 1062+50
To Br. No. 9741 Sta. 1163+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$400.00
+20%	80.00
Equipment	300.00
+15%	45.00
	$825.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The contractor was required to do this extra work in order for the State to use pile cut offs from Wankers Corner structure at Meridian Rd. structure for splice material. Prior approval was received via telephone from H. Schell, BPR 4/15/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,018,389.56
Present estimate of project cost, including $825.00 for work under this order $10,018,389.56
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jerry C. Street
Resident Engineer
Bridge

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approved: /s/ F. D. Morgan
5-14-69

Form R-208—5M

I-205-7(12)290

7/5-9

APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

G-1P

C

Project [illegible] additional
[illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Tualatin River-Pacific Highway	**Date**	March 27, 19 69
Highway	East Portland Freeway	**Contract No.**	7151
County	Washington and Clackamas	**Prefix**	603-1003
Contractor	Guy F. Atkinson Co.	**F. A. Project No.**	I-205-7(12)290
Address	P. O. Box 318, Tualatin, Oregon 97062	**Order No.**	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Exploratory type work was required to be done at bent 4 bridge no. 9739 on foundation. This work included excavating two holes 12' deep below bottom of footing and moving pile driving equipment from one pile to another checking "freeze" bearing values. Work commenced March 27, 1969.

Location by station numbers: SR 20+46 (Bent 4, Wankers Corner Interchange, Bridge No. 9739)

Estimate of quantities and cost:

Labor	$ 445.00
+20%	89.00
Equipment	740.00
+15%	111.00
Material	100.00
+15%	15.00
Total Cost	$1,500.00

NOTED
F. B. KLABO

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The contractor was required to do this extra work in order for State to determine best course of action to follow in re-designing substructure support at bent 4. Prior approval for work was received via telephone from Herb Schell B.P.R. on March 27, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,018,389.56	
Present estimate of project cost, including $1,500.00 for work under this order	$10,018,389.5	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

4-21-69

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

[illegible] Morgan

Approval Recommended: /s/ Allan C. Harwood

Approved: /s/ G. L. Decker

Form E 260-5M

RECEIVED
APR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(12)290

7151

OREGON STATE HIGHWAY DEPARTMENT

project agreement [illegible] additional funds are required.
Date 1969 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tualatin River-Pacific Highway
Date March 26, 1969
Highway East Portland Freeway
Contract No. 7151
County Clackamas and Washington
Prefix 603-1003
Contractor Guy F. Atkinson Co.
F. A. Project No. I-205-7(12)290
Address P. O. Box 318, Tualatin, Oregon 97062
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Fill or sealwells

Location by station numbers: Throughout project.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$150.00
Equipment	200.00
Labor	300.00
Total	$650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work necessary due to the several abandoned domestic wells located throughout the project. It is felt that these wells should be filled or sealed to prevent ground water contamination to adjacent wells and for safety.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,617,631.50
Present estimate of project cost, including $650.00 for work under this order	$11,617,631.50
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ D. H. Haller, Jr.
Division Engineer

Approved: /s/ F. D. Morgan 4-16-69

RECEIVED
DEC 10 1968
FOR FILING

I-205-7(12)290

7151

STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 2, 1968

In reply refer to: 08-35.DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for
Salem, Oregon

SUBJECT: Oregon Project I-205-7(12)290
Tualatin River-Pacific Highway Section
State Force Order No. 2
Total estimated amount of the Order: $1,190.00
Federal participation: $1,071.00

Reference is made to your letter dated November 26, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

F. B. KLABOE

Attachment

orig to Morgan
12-3-68

RECEIVED
DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-[illegible]

Concurrence [illegible] project agreement [illegible] funds are [illegible]
NOV [illegible] Date [illegible]
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

G1-P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Tualatin River-Pacific Highway Date November 8, 1968

Highway East Portland Freeway Contract No. 7151 F. A. Project No. I-205-7(12) 290

County Clackamas & Washington Prefix 603-1003 Account No. 274-02

Description of Work To Be Done:

Temporary striping of detours and stage construction.

Location by Station Numbers:

Throughout project. (Sta. L^s 1019+65 to Sta. L^s 1202+00)

Estimate of Quantities and Costs:

35 hrs. at $34.00 per hr. $1,190.00

Explanation: State is equipped to perform work with specialized equipment with substantial savings of public funds. No separate funds in original authorization for this work. Work has not yet started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,018,389.56	
Present estimate of project cost, including $1,190.00 for work under this order	$10,018,389.56	
Expected under-run / over-run (amount)	$0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/D. D. Rohrbough Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or XXXXXXXXXXX

Approval Recommended: /s/ D. H. Haller Asst. Division Engineer

Approved: XXXXXXXXXXXXXXXXXX
Construction Engineer XXXXXXXXXXXXXXXXXX
XXXXXXXXXX

RECEIVED
NOV 12 1968

FOR FILING

I-205-7(12)290
7151

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1968

SUBJECT: Assignment No. 2514-FBK
Contract No. 7151
Use of Cottrell Flour in Lieu of Lime

To:

2514

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A copy of a November 1 report from J. E. Wilson summarizing test results from the use of Cottrell Flour and Lime for soil stabilization is attached.

The report indicates 10 per cent of Cottrell Flour is required for the same or less beneficial results obtained from 5 per cent lime. With this, I concur in Mr. Wilson's recommendation that hydrated lime be used as specified.

A test section using 10 per cent Cottrell Flour on an area of non-plastic soil would be desirable from an experimental standpoint. The contractor will be contacted to determine his willingness to cooperate in such a venture.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fw
Attach.
cc: L. W. Rulien
D. D. Rohrbough
F. W. Yarbrough
Dan Gano
J. E. Wilson

Referred to Mr. Rulien 11-12-68 w/note:

PLEASE ADVISE CONTRACTOR OF OUR DECISION TO STAY WITH LIME.

FBK

RECEIVED
NOV 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

E

FORM E-30 5UM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1968

CONSTRUCTION DIVISION

SUBJECT: Soil Stabilization
Tualatin River - Pacific
Highway Section.
Contract #7151.

To: F. D. Morgan
Construction Division
Office

Attention: G. L. Decker

The attached test reports #871740 thru #871742 indicate the effect of cottrell flour for use in soil stabilization. Samples of three typical soils from subject project were tested with and without the addition of cottrell flour. A third series of tests were made using the project design hydrated lime content of 5%.

Compaction and Atterberg limit test results indicate that the addition of 10% cottrell flour will eliminate soil plasticity and increase optimum moisture content to the level obtained with 5% lime., Stabilometer "R" value tests, however, show greater strength increase from the lime addition, particularly with the plastic soils. The following is a list of "R" value test results @ 300 psi exudation and 95% compaction moisture contents:

Lab. No.		871740	871741	871742
L.L.-P.I.,	soil untreated	25-0	30-2	37-11
"R" @ 300 psi exud.,	" "	24	30	33
" " " " " ,	" -5% lime	78	62	81
" " " " " ,	" -10% C.F.	78	62	63
"R" @ 95% comp.,	" untreated	12	8	8
" " " "	" -5% lime	49	26	26
" " " "	" -10% C.F.	49	19	22

Costs of hydrated lime and cottrell flour are approximately $25 and $12 per ton respectively, fob Portland. The test results indicate that for two of the three soils tested a greater strength increase per dollar is obtained from lime treatment. It is therefore recommended that hydrated lime be used on subject project as specified with the possible exception that an experimental section be set up using cottrell flour in an area of nonplastic soil.

D. A. WHITE
Engineer of Materials & Research
by

J. E. Wilson
J. E. WILSON
Asst. Engineer of Materials
and Research

cc: L.W. Rulien
D.D. Rohrbough
F.W. Yarbrough
D. Geno

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
WESTERN DISTRICT
NORTHERN OFFICE
P. O. BOX 1000
SOUTH SAN FRANCISCO

COPY

September 23, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Olen
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
CONSTRUCTION
DIVISION

State of Oregon
State Highway Department
9350 Burnham street
Tigard, Oregon

Attn: Mr. Darel D. Rohrbough, Resident Engineer

Re: Contract No. 7151
Tualatin River - Pacific Highway Section
East Portland Freeway Highway

Gentlemen:

Item 18 "Lime for treated subgrade" specifies use of hydrated Lime. We propose to replace the Lime with Cottrell Flour for treated base work. Cottrell Flour is manufactured by Oregon Portland Cement Company.

It is our understanding that Cottrell Flour has been used successfully in the treatment of sub-standard soils in other areas.

The close proximity of the Oregon Portland Cement Company's mill to the project assures the large quantities of supply needed for the work.

Should the material achieve the results desired by the Oregon State Highway Department, a savings in bid item price could be projected.

Your investigation and consideration of Cottrell Flour as a Lime replacement will be appreciated.

Very truly yours,

GUY F. ATKINSON COMPANY

Ray E. Webb

Ray E. Webb
Project Superintendent

ADDRESS ALL REPLIES TO:

GUY F. ATKINSON COMPANY
P. O. BOX 318
TUALATIN, OREGON 97062

RECEIVED
SEP 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TYPICAL ANALYSIS OF COTTRELL FLOUR

SiO_2	13.02
Fe_2O_3	1.97
Al_2O_3	3.51
CaO	50.04
MgO	1.25
SO_3	1.35
S	0.01
Loss	27.55
K_2O	1.40
Na_2O	0.24

The composition of the Cottrell Flour may vary as much as 5%, depending on operating conditions at the time of collection, in the CaO content, and correspondingly smaller amounts in the other constituents.

C

FORM E-123 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 23 1968

I-205-7(12)290
7151

September 16, 1968

6833

American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Walt Holmstrom

Gentlemen:

Re: Tualatin River-Pacific Hwy. Sec.
Contract No. 7151

The literature on NO-OX-ID for coating the interior of large box girders you left with Mr. Edwards has been recently referred to me for consideration. The Department is, of course, interested in anything that will reflect a savings on the job and still give us a job equal in all respects to that specified.

The literature furnished is very sketchy and before giving the product any further consideration I would like to have complete chemical contents, formulation and specifications and service life data on any structures on which it might have been installed, and a complete estimate from you as to the square footage and the location as to where the material would be placed along with your estimate of cost of placing this material plus your estimate of cost for placing the material originally specified.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
SEP 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

S 9-10

DEARBORN CHEMICAL DIVISION

GRACE W. R. GRACE & CO.

district office: 520 PENNSYLVANIA AVE. • FORT WASHINGTON, PENNA. 19034 • AREA CODE 215 PHONE MITCHELL 6-8815

July 24, 1968

RECEIVED
JUL 26 1968
AMERICAN BRIDGE DIV
PORTLAND

Mr. F. G. Shaw, District Contract Mgr.
American Bridge Division
U. S. Steel Company
Wilcox Building
506- S. W. 6th Ave.
Portland, Oregon 97204

Dear Mr. Shaw:

Charlie Bogman has asked me to write you regarding the use of NO-OX-ID for coating the interior of large box girders.

It is my understanding that the project in question is a bridge designed by the Oregon Highway Department. Painting specifications call for the interior of the box girders to be shot blasted, followed with seven coats of paint.

Based on past experience with similar projects, we would recommend one coat of NO-OX-ID$^{(R)}$ GG-2 as a substitute for the seven coat paint job. The removal, by any suitable means, of loose mill scale, corrosion products, dirt, etc. would suffice for the surface preparation.

NO-OX-ID$^{(R)}$ GG-2 is an inhibited non drying petrolatum base material, gray in color. Application can be made with Binks, Graco or De Vilbiss airless spray equipment. Coverage should be approximately 75 sq. ft. per gallon.

The price, in 10 drum lots (55 gallon each) or more, F.O.B. Lake Zurich, is \$.215 per lb. Weight 8.13 lb. per gallon.
311

The following is a partial list of structures on which NO-OX-ID has been successfully used for the protection of interior surfaces and inaccessible areas:

Fort Pitt Blvd. Viaduct, Pittsburgh, Pa. - Box Girders

Greenup Dam, Ohio River - Taintor Gates

Meldahl Dam, Ohio River - Taintor Gates

Markland Dam, Ohio River - Taintor Gates

Panama Canal, Canal Zone - Lock Gates

A new product bulletin on NO-OX-ID(R) GG-2 is being printed. Copies will be forwarded to you as soon as they are available.

Please let me know if samples or additional information are needed.

Thank you for your interest in NO-OX-ID.

Very truly yours,

DEARBORN CHEMICAL DIVISION
W. R. Grace & Company

D. B. Bishop

D. B. Bishop, V. P.

DBB/fkb
cc: C. Bogman
H. Eigner
A. W. Johnson
File

AUG 22 1968

FOR FILING

xxxxxxxxxxxxxxxxxxxx
xxxxxx

Thaddeus Bruno, Member
Portland

I-205-7(12)290

7151

August 22, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 19, 1968, is requested in the award of contract for the Tualatin River-Pacific Highway Section, Project No. I-205-7(12)290.

The contractor receiving the award is Guy F. Atkinson Company, in the amount of $8,792,368.50, with Contract No. 7151 assigned. This bid was received on August 1, 1968, and awarded August 19, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

All necessary crossing permits have been issued for this project with the exception of P.G.E. which we expect to issue in the near future and at that time we will furnish you with the numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement

Date______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

RECEIVED
SEP 25 1968
FOR FILING

I-205-7(12)290
7151

August 19, 1968

Guy F. Atkinson Company
1860 El Camino Real
Burlingame, California 94010

Attention: Mr. Barry Sullivan

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading, paving, structures and signing on the Tualatin River-Pacific Highway section of the East Portland Freeway in Clackamas and Washington Counties for the sum of $8,792,368.50 and referred it to the State Highway Engineer with authority to award the contract as soon as utility crossing permits have been issued and approval of the Bureau of Public Roads is received.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7151. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday counts on this contract will begin August 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien Frank Morgan I. D. Merchant
D. D. Rohrbough L. H. Young C. D. Matthis (SIAC)

2

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-7(12)270
7161

August 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We hereby request a waiver of the requirement of having all utility crossing permits issued prior to award for the West Linn-Tualatin River Section, Project No. I-205-7(11)274 and Tualatin River-Pacific Highway Section, Project No. I-205-7(12)270.

All permit applications for crossing permits have been signed for the projects except Portland General Electric Co. The holdup is due to the company being asked to have their crossing underground in the scenic area near Sagert Road.

We desire to award these two extremely important projects as soon as possible and in as much as we have already stated there would be no delays to the contractor for utility work, we feel it is in the public interest to go ahead without the permits for Portland General Electric Co.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
T. D. Litchfield

RECEIVED
AUG 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1968

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HI WAY ADMINISTRATION
BUREAU PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

OJECT: I-~~80N~~-7(12)290 205

SECTION: TUALATIN RIVER - PACIFIC HIGHWAY

WORK: GRADE-PAVE-STRUCTURES AND SIGN

COUNTY: CLACKAMAS AND WASHINGTON

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

F-205-7(12)290 Klaboe 7-2-68
7151

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: JULY 2, 1968

DATE AUTHORIZED:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE, YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN THE AMOUNT OF $50,000.00.

REMARKS AND LIMITS OF AUTHORITY:

PS&E DOCUMENTS FOR THE SUBJECT PROJECT ARE HEREBY CONDITIONALLY APPROVED WITH THE UNDERSTANDING THAT YOU WILL MAKE ANY CHANGES FOUND NECESSARY UPON COMPLETION OF OUR REVIEW. YOU ARE AUTHORIZED TO ADVERTISE THE PROJECT FOR BIDS. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

OUR AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY HAS BEEN ACQUIRED OR RIGHTS OF ENTRY OBTAINED, WITH RELOCATION ADVISORY ASSISTANCE PROVIDED AS INDICATED IN MR. OAKES'S JUNE 20TH REPORT EXCEPT FOR SIX (6) OUTSTANDING FILES. WE UNDERSTAND THESE FILES ARE BEING NEGOTIATED AND WILL BE AVAILABLE FOR OCCUPANCY AND CONTRACTOR'S USE PRIOR TO OUR CONCURRENCE IN AWARD.

MR. CARTWRIGHT'S JUNE 26TH UTILITY STATUS REPORT INDICATES THAT REIMBURSABLE UTILITY ADJUSTMENTS ARE INVOLVED AND THE REIMBURSABLE WORK WILL BE ON A PARTICIPATING BASIS. WE ALSO UNDERSTAND THAT YOU WILL CERTIFY THAT NECESSARY ARRANGEMENTS HAVE BEEN MADE FOR PROPER COORDINATION OF SUCH WORK. IN ACCORDANCE WITH THE PROVISIONS OF SUBPARAGRAPH 15D OF PPM 30-4 YOU SHOULD FURNISH THIS OFFICE WITH THE SERIAL NUMBERS FOR PERMITS ISSUED TO THE APPROPRIATE UTILITIES IN YOUR REQUEST FOR CONCURRENCE IN AWARD.

UTILITY RELOCATION AGREEMENTS FOR THOSE REIMBURSABLE ADJUSTMENTS SHOULD BE FURNISHED PRIOR TO CONCURRENCE IN AWARD.

PROJECT BASE DESIGN - THE SELECTION OF 8" CONTINUOUS PORTLAND CEMENT CONCRETE PAVEMENT IS APPROVED. THE 4" CEMENT TREATED BASE AND 6" LIME TREATED SUBBASE IS ACCEPTED FOR USE ON THIS PROJECT ALSO.

OFFICE USE

7-[illegible]-68 REFERRED TO
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1968		DIVISION ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUN 5 - 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(12)290 Edwards
7151

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: June 3, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(~~1~~12)290
Tualatin River - Pacific Highway Section

We hereby approve the preliminary plans for the "LN" Overcrossing of the "G" Line structure submitted by Mr. Wallace's May 10, 1968 letter.

NOTED
TOM EDWARDS

Copy Ivan Young
6-5-68

RECEIVED
JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I 205-1(12)570

7151

RNC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID P

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-205 Tualatin River W. to Jct. I-5 21 65	**ADT**	PRESENT 6,900	FUTURE 16,800 (66) (70)	YEA 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr. High-Type Pave., 8 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME C	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL-AI I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-205 Tualatin River to Jct. I-5			
5					**ROW**		(Tualatin River - Pacific Hwy. Section)			
5					**CONST** (CODE)			3.47	10,850,000	9,982,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.47	10,850,000	9,982,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 6,900	FUTURE 16,800	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 539

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 205-	SEQ. NO. 7 (12)	I. Projects Only POST MI. 290	DESIG.

COUNTY NAME Clackamas and Washington CODE 005

ROUTE NO. I FEDERAL-AID I-205 STATE U.S. I-205

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
3.47	10,850,000	9,982,000	868,000	
3.47	10,850,000	9,982,000	868,000	

CHARACTER OF PROPOSED WORK
(Full description)

Gr., Dr., 4-12' lanes H.T. pave, with 10' R and 6' L shldrs., Free location median, Frontage rds. 20', 8 strs. (length 2479'), and illumination of interchanges.

ROW - 200' normal; Access Control - full; Parking Restrictions - complete. Utilities - Adj. req. including prep. work.

REMARKS

Additional Data: Items 234 and 443, Projects I-205-7(1)290 and I-205-7(4)290

USCOMM DUSCOMM-DC 48905-P61

Remarks Continued:

Included in the project is the work necessary to six lane approximately 1 mile of I-5 and adjustment of Sagert Road Undercrossing, all of which work is required for a proper interchange of I-205 and I-5.

Additional Structure Data:

1.	Twin Overcrossing	Borland Road	Length 247'	HC 42'
2.	Undercrossing	Stafford Road	Length 403'	HC 64'
3.	Twin Overcrossing	Prosperity Park Road	Length 220'	HC 42'
4.	Undercrossing	Meridian Road	Length 398'	HC 48'
5.	Twin Undercrossing	"G" Line (I-5)	Length 216'	HC 54'
6.	Overcrossing	"LS" Line (I-5)	Length 527'	HC 42'
7.	Overcrossing	"LN" Line (I-5)	Length 170'	HC 42'
8.	Undercrossing	I-5 (Sagert Road)	Length 292'	HC 36'

Data required under IM 50-2-65 has been previously furnished. This project also qualifies under Section 5(b)(2) of IM 21-12-67 and need not be referred to the "Review Agency".

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I 205-7(12)290

7151

May 10, 1968

R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Roy Tokerud

Gentlemen:

Re: "LN" U'Xing of the "G" Line
I5-I205 Interchange
Tualatin River-Pacific Hwy. Sec.
East Portland Freeway Hwy.
Clackamas & Washington Counties
Bridge No. 9743C

At the suggestion of your Department the alignment of the subject interchange has been revised. This revised alignment as indicated on the enclosed interchange sheet necessitates the addition of one structure where the "LN" line crosses the "G" line and the redesign of the Sagert Rd. Undercrossing structure.

Traffic on the "G" line passes beneath three steel rigid frame structures immediately prior to the "LN" crossing. The most appropriate type of structure for this crossing, therefore, we believe is a three span steel rigid frame. Two prints of Drawing No. 23832, the preliminary plan and elevation drawing for the "LN" crossing with this type of structure shown, are enclosed herewith. The "LN" line at the crossing is on a three degree curve. The steel frames will be built to conform to the curve.

The estimated cost of the proposed structure including a 20% allowance for engineering and contingencies is $250,000.

The enclosed prints are transmitted herewith as a preliminary submission on this structure for your comments and approval.

Yours very truly,
Ivan D. Merchant
Bridge Engineer
By:

RECEIVED
MAY 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

L. L. Wallace
Cnief Bridge Design Engineer

cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

WJH:jf

RECEIVED
APR 13 1966

FOR FILING

Cooper

Form CD-121 (11-60) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

RPW

Memorandum

EPF

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 7, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205, Interstate 5 - West Linn Section
Wankers Corner, Willamette and West Linn Interchanges

We have received and reviewed subject interchanges and wish to comment as follows:

> The design of this freeway is based on a 20-year traffic projection; therefore, we are unable to find any justification for added ramp and structure lengths necessary to provide for future 6-laning as shown on the standard sheets.
>
> Without profiles we are neither able to determine the necessity for the left turn refuge on the Wankers Corner Interchange, nor are we able to visualize the need for the sidewalk on the same structure.
>
> Profiles on the West Linn Interchange would also enable us to better evaluate the design.
>
> The note "width to match proposed city streets" on the West Linn Interchange will require some commitment to concurrent or imminent construction in order to cover any added widths necessary.

We have returned the standard sheets to the Urban Design Section.

REFERRED TO
Boubee
BY ASST. STATE HWY. ENGR.

copy to Young

See me [illegible]
4-13-66

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X

RECEIVED
DEC 2 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(12) 290
7151

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Roy Tokerud

7150 7151

Subject: O'Xings at Woodbine, Borland
and Prosperity Park Roads 7151
West Linn-Pacific Hwy. Sec.
East Portland Freeway
Clackamas & Washington Co.
Br. No. 9735, 9738 and 9740

Dear Sir:

In regard to the comments in your letter of December 7, 1967, regarding the footing elevations on the subject structures, we have reviewed this matter.

Our reason for setting the footings somewhat lower than appears necessary is to insure that the footings would be below the bottom of ditch elevation occasioned by a possible widening of the various roads.

We hereby request that you approve the approximate bottom of footing elevations shown on our drawings included with our letter of December 1, 1967.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

LDM:jr

cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
AUG 14 1968

FOR FILING

[illegible])-570
7151

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

Re: O'Xings at Woodbine, Borland and Prosperity Park Roads
West Linn-Pacific Hwy. Sec.
East Portland Freeway
Clackamas & Washington Co.
Br. No. 9735, 9738 and 9740

7150
7151
7151

Enclosed herewith are two prints each of the following drawings on the subject structures.

Dwg. 22995	- Vicinity Map, O'Xing of Woodbine Rd.
Dwg. 23515	- Preliminary Plan and Elevation, O'Xing of Woodbine Road.
Dwg. 23001, 23002	- Vicinity Map, O'Xing of Borland Rd.
Dwg. 23599, 23600	- Preliminary Plan and Elevation, O'Xing of Borland Road.
Dwg. 23004, 23005, 23006	- Vicinity Map, O'Xing of Prosperity Park Road.
Dwg. 23579	- Preliminary Plan and Elevation, O'Xing of Prosperity Park Road.

Also enclosed are two prints each of three un-numbered drawings which are the record of the logs of the foundation investigation at each site. Two prints each of the architectural sketches of the interior bents are also included herewith.

Three span continuous reinforced concrete box girders with parabolic haunches are proposed for these three sites. The choice of the concrete box girder form at these locations is consistent with the type of overcrossing planned elsewhere in this section. Within the span lengths dictated by these sites the concrete box girder is both economical and aesthetically pleasing.

NOTED
TOM EDWARDS

We plan to allow an alternate aluminum two tube oval shaped handrail, the details of which are currently being put on a standard drawing. The alternate handrail details would apply to the other structures on this project, some of which you have already approved.

The estimated cost of the two structures required at each of the three sites is as follows:

O'Xing of Woodbine Road - $310,000
O'Xing of Borland Road - $355,000
O'Xing of Prosperity Park Road - $390,000

The above costs were estimated on a square foot basis with an allowance for engineering and contingencies.

The above data is transmitted herewith as a prelinary submission on these structures for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/WJH:jf

cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
DEC 8 1967

Form FH-121 (4-67)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

I-205-7(1)290
7151

DATE: November 29, 1967

In reply refer to: 08-35.6

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Merchant

FROM: A. W. Parsons, Division Engineer, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

RH Tokerud

6231
6197

SUBJECT: Oregon Project I-205-7(1)290
SW. Linn - Avery Road Interchange Section
Preliminary Plans for Meridian, Stafford and Johnson Road Undercrossings

7151 7151 7150

The preliminary plans submitted with Mr. Merchant's letter of November 9, 1967 and supplemented by Mr. Wallace's November 24 submission have been reviewed and are approved subject to the following comments:

The proposed structure widths of 64 feet at Stafford Road and 36 feet at Meridian and Johnson Roads were presumably based on shoulder to shoulder width plus 2-foot offsets to the guardrail as recommended by the "Yellow Book." The revised plans received with Mr. Wallace's November 24 letter however, show the guardrail tapering in from the bridge rail to the edge of the approach shoulder in a length of 150 feet. This is inconsistent with the "Yellow Book" and with our policy as set forth in IM 40-2-67 dated October 3, 1967. Accordingly, our approval of the proposed bridge widths is contingent upon the approach road guardrails being installed 2 feet from the edge of the shoulders.

The matter of orientation of the bents has been questioned and discussed with Mr. Wallace. As now shown, the end bents are skewed while the intermediate bent is square with the axis of the bridge. This arrangement has simplified the design of the integral crossbeam on the center bent but results in undesirable deflection differential between adjacent box beams - particularly at the highly skewed structures at Meridian and Johnson Roads. Our approval of the preliminary plans is with the understanding that these items will be further studied. As discussed with Mr. Wallace, the best solution may be to square up the ends of the structures.

Copy Young [illegible]

TOM EDWARDS

Copy Merchant [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 16, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Merchant

R.H. Tokerud

FROM : A. W. Parsons, Div Engr, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: Oregon Project I-205-7(1)290
Avery Road Interchange Structures

The preliminary plans submitted with your letter of October 16, 1967 as modified by supplemental sketches showing live-load distribution and column revisions have been reviewed.

The plans are approved with the understanding that the diaphragm beams on the box girder structure be revised to make them as shallow as is consistent with adequate design. We suggest the diaphragm depth be limited to about 1/3 the depth of the box girders in order to achieve a desirable underside appearance of this structure.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 20 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Len [illegible]
Please discuss

Copy - Young
[illegible]

RECEIVED
NOV 17 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-128X FDM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 24 1967
FOR FI

October 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Avery Road Intchg. Structures
S.W. Linn-Avery Road Intchg. Sec.
Eastside Freeway, I-205
Washington County
Br. No. 9743, A & B

Gentlemen:

Enclosed herewith, is the following data relative to the structures in the subject interchange:

5 prints each of Dwgs. Nos. 23009 and 23010, the vicinity map and profiles.
5 prints each of Dwgs. Nos. 23491, 23492 and 23493, the preliminary plan, elevation and typical sections for the subject structures.
2 duplicate folders of architectural studies of the proposed structures.

As indicated on Dwg. No. 23491, there are three structures required at this interchange. A four-span continuous curved steel twin box girder structure (L^{s-2} O'xing) is proposed to carry the I-205 - I-5 connection over the existing north and southbound lanes of I-5. The dictates of long spans which must be constructed over traffic led to the choice of the steel superstructure. The curved twin box girders were selected over conventional "I" girders because of their superior torsional properties and their aesthetic appeal. Three-span steel rigid frames are proposed for the two I-5 overcrossings. This type of structure was selected over conventional steel "I" girders, box girders, or prestressed beam spans because of its shallower depth requirements as well as the aesthetic considerations.

NOTED
TOM EDWARDS

A detour is planned to carry existing I-5 traffic around the I-5 structure sites. After completion of the I-5 overcrossings the L^{s-2} overcrossing will be constructed.

The estimated cost of the L^{s-2} overcrossing, including an allowance for engineering and contingencies, is $616,000. The estimated cost of the two I-5 overcrossings is $543,000. The above-quoted estimates are based on approximate quantities.

The above-mentioned data is transmitted herewith as a preliminary submission for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LIW:WJH:mb
Att.
cc: Tom Edwards
L. H. Young
C. H. Maison

303-1716 West Linn (McKillican St.) 1968
City Street (Grading & Paving)
#7152

MA
3410

RECEIVED
JAN 26 1970
FOR FILING

303-1716
7152

January 23, 1970

Charles T. Parker Construction Co.
P. O. Box 30
Oregon City, Oregon 97045

Attention: A. E. Bellamy, Manager
Paving Division

Gentlemen:

Your letter of January 22 states that you cannot find evidence that you have received $150 as a post-final payment on Contract No. 7152.

Inquiry to the Accounting Division indicates that the voucher was sent to you months ago but has not yet been signed and returned. Mr. Kahler of the Accounting Division has indicated that he is sending a duplicate voucher which should be returned as soon as possible.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc V. E. Skoog
Attn: Arnold Kahler

ASPHALTIC PAVING
ROAD OILING
DRIVEWAYS
PARKING AREAS
ROADS

PHONE 656-9250
CRUSHED ROCK
SAND & GRAVEL

Portland Chapter

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTION
ASPHALT PAVING DIVISION
P. O. BOX 30
OREGON CITY, OREGON 97045

January 22, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Dear Mr. Query:

In closing our year-end books we find a final estimate voucher from the State Highway Dept. on Contract #7152-West Linn McKillican Street project.

The final estimate indicates we were allowed two days of the penalty at $75.00 per day for a total of $150.00. We can find no receipt from the State Highway Dept. for this $150.00.

Please find enclosed a copy of a letter from the Highway Department to the bonding company indicating a final payment of $150.00 will be sent to Charles T. Parker Construction Co.

We would appreciate any further information on this that you might be able to give us.

Sincerely,

CHARLES T. PARKER CONSTRUCTION CO.

A. E. Bellamy

A. E. Bellamy, Manager
PAVING DIVISION

AEB:be

RECEIVED
[illegible]
[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98212

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-3-69	CC 1149		303-17[illegible](1,377.17) 303-1436-995 [illegible]

City of West Linn
City Hall
West Linn, Oregon 97068

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: R.W.Dippner, City Administrator			
Final Billing: Special City Allotment project on McKillican Street, Contract 7159. Covered by agreement dated January 15, 1968.			
City's advance deposit		43,425.00	
Less amount previously transferred		38,425.00	
			5,000.00
As per attached statement:			
Final cost		64,814.84	
Agreed State share		25,000.00	
Agreed City Share		39,814.84	
Less amount previously transferred		38,425.00	
			1,389.84
To be refunded			3,610.16

RECEIVED
APR - 4 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF [illegible] REQUEST
Cash Received with Request $
By

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date April 3, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1968

Contract # 7152 Prefix 303-1716 Survey Prefix 303-1438

Street McKillican Street

City West Linn

Payments to Contractor..(See attached voucher.)	$ 55,163.63
Engineering and Contingencies........................	6,884.25
*Survey... Total: $ 4,634.11 Pro-rata Share......................	2,766.96
TOTAL.............	$ 64,814.84
Agreed State Share	25,000.00
Agreed City Share	$ 39,814.84
City Advance Deposit	$ 43,425.00
REFUND DUE CITY	$ 3,610.16

4634.11 [illegible]
2766.96 [illegible]
1867.15 STATE

Reference: Outside Billing oo-1169

$$^{*}\frac{\text{Construction costs over \$25,000} = \$37,047.88}{\text{Construction costs} = \$62,047.88} \times \$4,634.11 = \$2,766.96$$

*Portion of preliminary engineering charged to project = $2,766.96

RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY
CLACKAMAS

CONTRACT NO.
7152

ESTIMA

HIGHWAY
CITY ST

FEDERAL AID PROJECT NO.

SECTION
WEST LINN /MCKILLICAN ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY T
01	TEMPORARY PROTECTION AND	DIRECT TRAFFIC	LUMP SUM	650.0000	
02	CLEARING AND GRUBBING		LUMP SUM	200.0000	
03	REMOVAL OF INLETS		ONLY	27.0000	1
04	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.7500	3.9
05	FINISHING ROADBED AND	SLOPES	LUMP SUM	900.0000	
06	TRENCH EXCAVATION		CU YDS	20.0000	2
08	STONE BASE		CU YDS	3.8000	1.31
09	BITUMINOUS BASE MIXTURE		TONS	5.8500	1.3
10	ASPHALT IN BITUMINOUS	BASE MIXTURE	TONS	30.0000	
11	CLASS B ASPHALT	CONCRETE	TONS	7.2000	1.31
12	12-INCH CONCRETE STORM	SEWER PIPE	LIN FT	5.5000	5
13	18-INCH CONCRETE STORM	SEWER PIPE	LIN FT	8.0000	17
14	CONCRETE MANHOLES		ONLY	140.0000	
15	SPECIAL CONCRETE MANHOLES		ONLY	300.0000	
16	CONCRETE INLETS TYPE G-1		ONLY	135.0000	1
17	ADJUSTING MANHOLES		ONLY	60.0000	
18	CONCRETE CURBS		CU YDS	44.0000	6
19	CONCRETE DRIVEWAYS		SQ YDS	6.0000	16
20	CONCRETE WALKS		SQ YDS	4.4500	3
21	EXTRA FOR A C CONC	APPROACHES	ONLY	90.0000	
001J	LIQUIDATED DAMAGES		DAY	75.0000-	1
	FORCE ACCOUNT ITEMS				
11 1	FLAGGING				

ATE
12/17/68 7152

EVIOUS VOUCHER NO.
9290

ECKED BY:
W/de

GINEER OR AUDITOR
. D. Payne

TOTAL CONTRACT ITE

% RETAINED ON CONTRACT ITE

FORCE ACCOU

TOTAL PAYMEN

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7152	4 **Final**	303 1716 201 (41) -6.01 Cr. 303 1716 204 (41) 1,645.56 Dr.
FEDERAL AID PROJECT NO.		

KILLIGAN ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	650.0000	1.000	650.00	650.00	
LUMP SUM	200.0000	1.000	200.00	200.00	
ONLY	27.0000	11.000	297.00	297.00	
CU YDS	1.7500	3.992.400	6.986.70	6.986.70	
LUMP SUM	900.0000	1.000	900.00	900.00	
CU YDS	20.0000	249.030	4.980.60	4.980.60	
CU YDS	3.8000	1.311.000	4.981.80	4.981.80	
TONS	5.8500	1.875.250	10.970.21	10.970.21	
TONS	30.0000	97.400	2.922.00	2.922.00	
TONS	7.2000	1.310.340	9.434.45	9.434.45	
LIN FT	5.5000	528.000	2.904.00	2.904.00	
LIN FT	8.0000	178.000	1.424.00	1.424.00	
ONLY	450.0000	1.000	450.00	450.00	
ONLY	300.0000	3.000	900.00	900.00	
ONLY	135.0000	10.000	1.350.00	1.350.00	
ONLY	75.0000	6.000	450.00	450.00	
CU YDS	44.0000	61.750	2.717.00	2.717.00	
SQ YDS	6.0000	163.120	978.72	978.72	
SQ YDS	4.4500	386.430	1.719.61	1.725.62	6.01-
ONLY	90.0000	4.000	360.00	360.00	
DAY	75.0000-	10.000	750.00-	750.00-	-
			317.54	317.54	
TOTAL CONTRACT ITEMS			54.846.09	54.852.10	6.01-
% RETAINED ON CONTRACT ITEMS				1,645.56	1,645.56
FORCE ACCOUNT			317.54	317.54	
TOTAL PAYMENTS			55,163.63	53,524.08	1,639.55

C

RECEIVED
MAR 20 1969

FOR FILING

303-1716

7152

March 19, 1969

General Insurance Co. of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $150.00 will be made to Charles T. Parker Construction Company on Contract No. 7152 for grading and paving on McKillican Street in the City of West Linn in Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $55,313.63, including the post-final payment. Of the total, $317.54 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Charles T. Parker Construction Co.
P. O. Box 30
Oregon City, Oregon 97045

L. W. Rulien
C. H. Maison
Attn: John Herr

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APR 22 1969
FOR FILING

303-1716

7152

#6

March 11, 1969

Charles T. Parker Construction Co.
P. O. Box 30
Oregon City, Oregon 97045

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 7152 for work on McKillican Street in West Linn.

After careful consideration, the Commission granted you an increase of 2 calendar workdays.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
M. D. Payne
F. D. Morgan
C. N. Maison

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1969

SUBJECT: Extension of Time
West Linn (McKillican Street) Section
City Street
Contract No. 7152

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Charles T. Parker Construction Company, contractor on the subject contract, the attached request for an increase of 13 calendar workdays. The contractor's request is based on utility delays, inclement weather and work added to the contract.

The utility adjustments which the contractor claims delayed his operations were primarily on the north side of the street (Portland General Electric, Pacific Northwest Bell, Northwest Natural Gas and West Linn water). The south half of the street was available to the contractor for grading, curb and sidewalk work. We believe that the contractor's original decision to delay starting any work until after all utilities were moved is not a valid reason for a time extension. Subsequently, the contractor did work concurrently with the remaining utility relocation work.

The inclement weather to which the contractor refers is not a reason for time extension under the contract specifications. A check was made of the daily precipitation during the period the contractor refers to and the amounts recorded cannot be construed to be an "Act of God". No extension for this reason is justified.

The additional work added to the contract involved crushed rock used as a base for the sidewalks. The plans did not indicate this and it contributed to a 52 per cent overrun in the item. The contractor has requested an extension of 2 calendar workdays on this reason and we believe this is reasonable and so recommend.

The contract was completed on November 1, 1968 at which time 60 calendar workdays had been charged, which is 10 in excess of the 50 originally allowed. Based on the additional work added to the contract, we recommend that the calendar workdays be increased by 2. This will reduce the liquidated damages to $600 for the 8 days remaining at $75 per day. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw

Attachments

cc: V. L. Gallagher

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7152 Contractor Charles T. Parker Construction Co.

Highway City Street

Section West Linn (McKillican Street)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

The addition of crushed rock surfacing under PCC sidewalks justifies an extension of 2 calendar workdays.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Klabo
Assistant State Highway Engineer

Contract No.	7152
Project designation (State-Federal)	State
Date awarded	August 16, 1968
Work started	September 10, 1968
Per cent completed (Date)	100% Nov. 1, 1968
No. of Calendar Workdays Allowed	50
No. of Calendar Workdays Used	60
No. of Added Calendar Workdays Requested	2

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 63 days, within which to complete our Contract No. 7152, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Period from August 28 to September 7, September 19 and September 20, 1968

(See attached copy of letter dated December 5, 1968)

Respectfully submitted,

CHARLES T. PARKER CONSTRUCTION CO.
Contractor

By A.E. Bellamy
A. E. Bellamy, Manager Paving Division

CONSENT OF SURETY

Date January 3, 1969

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

B. L. & K. CORPORATION

Resident Agent

(SEAL)

ASPHALTIC PAVING
ROAD OILING
DRIVEWAYS
PARKING AREAS
ROADS

PHONE 656-92.
CRUSHED ROCK
SAND & GRAVEL

Portland Chapter

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTION
ASPHALT PAVING DIVISION
P. O. BOX 30
OREGON CITY, OREGON 97045

December 5, 1968

State of Oregon Highway Department
P. O. Box 02157
Portland, Oregon 97202

Re: McKillican St.
West Linn, Oregon
Contract No. 7152
Our Job #776

Attention: M. D. Payne

Gentlemen:

We have previously submitted to you two requests for extensions of time on our Contract No. 7152 for improving McKillican Street in West Linn, Oregon. Both of these requests apparently have been denied. You may consider this letter our appeal for reconsideration on these decisions.

In regard to our first request, as outlined in our letter of September 13, 1968, it is still our position and contention that both the Contractor and the State have a responsibility to the general public and to their own personnel to protect them from any conditions which a reasonable person might deem to be unsafe. We still contend that, during the first eleven calendar work days of this project, that due to the large number of personnel and equipment being employed by the various utility organizations on this project, it would have been neither safe nor expedient for us to have started our work during this period.

It is true, as you point out, that the specifications do refer to the fact that these various agencies would be working during the life of this Contract, and we would point out that we have not requested extensions for any of the times they were working except these beginning eleven days. The State's argument that the Contractor had proceeded with both clearing and grading operations before Portland General Electric Company had moved their facilities, is basically correct. However, at that time, much of their equipment and that of other public utilities was no longer on the project. The State's contention that even at this time there were no adverse effect, is entirely incorrect. Photographs taken on the site during this period of time show that our equipment was still being forced to work around power poles, open water ditches, etc. Again, we point out that even though we were working under adverse conditions, utility crews at this time had diminished to such a point where safety was not the factor it had been previously. We feel very strongly that the State should re-examine their position on this matter, as we feel sure that it is not the State's position to endanger life and property for the sake of a few dollars.

With regard to our letter of September 24th, we believe that if you will check with your personnel who were on the project September 19th, they will confirm the fact that the rain was of cloudburst proportions. This writer personally observed the street on the 19th. Water was running in torrents down the grade. It is inconceivable to me that the State would have allowed us to work on this day, and, as pointed out in our previous letter, the fact that the Sub-contractor chose to work on a minor portion of the project under these conditions, should not have penalized the prime Contractor when he was unable to work on the major portion.

We feel our position is substantiated by the State's letter of October 11, 1968, to our question regarding notice of shut down of operations due to the detremental effect of the rain on the graded areas. If our argument is invalid, the question would follow: "Why did the State shut us down when conditions were similar to those described above?" We feel, really, the only problem in the two days in question is that the Contractor used good judgement and acted before the State had a chance to come to the same conclusion. Should we be penalized for doing what was obviously the right thing?

We would also point out that there was a change in the plans on this project, and we believe because of this change we should be entitled to two days' extension. The change to which we are referring was the State's requirement that we place 2" of crushed rock under the sidewalks. We believe the specifications provide for an extension in this case, and we therefore respectfully request this at this time.

In summary, there are many other small points which might be argued to justify additional time on this project, such as: time loss waiting for State crews to set stakes, time loss by errors in staking, time involved in digging below sub-grade and other short delays outside the control of the Contractor. I do not feel that any of these are sufficient in nature individually to justify an extension, but we do request your considering the over-all picture in making your final determination for granting us some relief on the liquidated damages charged.

Yours truly,

CHARLES T. PARKER CONSTRUCTION CO.

By____________________________
Jack W. Parker

JWP:jh

RECEIVED
MAR 10 1969
FOR FILING
303-1716
7152

March 7, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 6
March 11, 1969 meeting

Gentlemen:

Charles T. Parker Construction Company, contractor on the West Linn (McKillican Street) Section in Clackamas County, Contract No. 7152, has requested an increase of 13 calendar workdays. This contract is complete and 10 days liquidated damages were actually assessed. The contractor's request is based on utility delays, inclement weather, and work added to the project.

The contractor had other areas available to him which were not affected by the utility relocations and we do not believe an unreasonable delay was imposed. Inclement weather, as such, is not a valid reason for a time extension. The rainfall which occurred during the period for which the contractor has requested additional time was not of an exceptional nature.

Rock surfacing was added to the contract for use under the concrete sidewalks. This work was not covered by the plans and an extension of two calendar workdays is justified. I recommend that the calendar workdays be increased by two. This will reduce the liquidated damages leaving $600 in effect.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CC Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. W. Rulien

JAB:DES"fw fn

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RECEIVED
DEC 26 1968
FOR FILING

303-1716
7152

December 26, 1968

General Insurance Co. of America
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7152 awarded to Charles T. Parker Construction Company for grading and paving McKillican Street in the city of West Linn, Clackamas County, was completed on November 1, 1968, and accepted by the Highway Commission on December 24, 1968.

Final payment in the amount of $1,639.55 will be released to the contractor after January 3, 1969. The total contract amount is $55,163.63 including $317.54 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Kmn

cc Charles T. Parker Construction Co.
P. O. Box 30
Oregon City, Oregon 97045

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

C

RECEIVED
DEC 26 1968
FOR FILING

303-1716

7152

December 24, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 1, 1968, on Contract No. 7152. The contract was with Charles T. Parker Construction Company and was for grading and paving on McKillican Street in West Linn in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 24, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

srb fn

303-1716
7152

C

FORM E-1 (REV 12-64)
OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Linn (McKillican Street)

WEEK ENDING: November 29, 1968

SECTION PREFIX: 303-1716

HIGHWAY: City Street

COUNTY: Clackamas

NAME OF JOB: West Linn (McKillican Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: Charles T. Parker Constr. Co.

CONTRACT NUMBER: 7152

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 16, 1968

DATE WORK STARTED: September 10, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 50

WORK DAYS USED / CALENDAR DAYS USED: Work 60

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 120%

PROJECT AUTHORIZATION: $65,566.13

EXCLUSIVE OF ENGINEERING: $59,839.83

ENGINEERING AUTHORIZATION: $5,726.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $55,169.64

ENGINEERING COST TO DATE: $6,080.61

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.42%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6.58 %

PERCENT OF AUTHORIZATION: 106.19%

DATE PROJECT WAS COMPLETED: November 1, 1968

Date Semi-Final submission anticipated 11-29-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Curbs, Drwys, Sidewalks
100%	100%	100%	100%	100%		100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.20	0.20			0.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,280	860			3,370
TOTAL QUANTITIES CORRECTED TO DATE	3,992	1,311			3,185
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,992	1,311			3,185
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Decker
Bond 3
Walker
Boehme
Johnsen
E

RECEIVED
DEC 2 1968
CONSTRUCTION
DIVISION

NOTED
BEN GIFFORD
R. D. CHURCH

CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov. 24 SUNDAY	No Activity All Week PROJECT IS COMPLETE
Nov. 25 MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
Nov. 29 FRIDAY	
Nov. 23 SATURDAY	No Activity all Week

REMARKS

Semi-Final submitted November 29, 1968.

This is the final weekly report.

SIGNED Maurice D. Payne LOCATION Milwaukie

Maurice D. Payne Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR-ENGINEER

RECEIVED
DEC 9 1968
ENGINEER
COUNTY & CITY DIVISION

November 27, 1968

NOTED
H. S. COX

Mr. Maurice Payne
Oregon State Highway Department
P.O. Box 02157
Portland, Oregon

Dear Mr. Payne:

SUBJECT: McKillican Street

This letter is to notify you that we have carefully examined the McKillican Street improvement and have found it quite satisfactory, therefore, this letter will constitute the City of West Linn's acceptance of this project.

Yours very truly,

R. W. Dippner
CITY ADMINISTRATOR

RWD:db
cc Gen Corr
McKillican St.

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-190 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96942

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-12-68	CC 1152		303-1716-995

City of West Linn
City Hall
West Linn, Oregon 97068

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: R.W.Dippner, City Administrator			
City's Advance Deposit			43,425.00
Partial transfer of the advance deposit for Special City Allotment prlject on McKillican Street, Contract 7152. Covered by agreement dated January 15, 1968.			38,425.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipt ...
By ....

RECEIVED
NOV 13 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
SEP 25 1968
FOR FILING

303-1716

7152

August 16, 1968

Charles T. Parker Construction Co.
P. O. Box 30
Oregon City, Oregon 97045

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading and paving on McKillican Street in the city of West Linn in Clackamas County for the sum of $56,763 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of West Linn is received and the sum of $18,425 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7152. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 28, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
Maurice Payne
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

CITY OF WEST LINN

WEST LINN, OREGON

OFFICE OF
CITY RECORDER

August 15, 1968

RECEIVED
AUG 16 1968
OREGON
STATE HIGHWAY COMMISSION

Re: McKillican Street Project
West Linn

State Highway Department
State of Oregon
Salem, Oregon 97310

Attn: Richard Unrein, Field Engineer

Gentlemen:

In accordance with your letter of August 1st, 1968, we are enclosing herewith our check No. 2008 in the amount of $18,425.00, which supplements our earlier advance deposit of $25,000.00 and brings our total deposit with you up to the amount now estimated to be the City's share of the cost.

We trust that this will expedite the award of the contract.

Yours very truly,

Andy Harila, City Recorder

By Ruth Fetz

rkf
enc

Copy of letter and check sent to Acct. Div., 8-16-68
c.H.

NOTED
RICHARD UNREIN

RECEIVED
AUG 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
C. W. HEAD

NOTED
H. S. COX

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

August 1, 1968

Mr. R. W. Dippner
City Administrator
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

On August 1, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on McKillican Street in West Linn. The apparent low bid was submitted by the Charles T. Parker Construction Company of Oregon City. The anticipated cost based on the bid is as follows:

Contractor bid	$56,763.00
Anticipated additional items	500.00
Total	57,263.00
Engineering & contingencies (14-1/2%)	8,303.14
Total	65,566.14
Estimated portion of preliminary engineering charged to project	2,859.46
TOTAL ANTICIPATED COST	$68,425.60

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check or warrant to this office in the amount of $18,425, made payable to the Oregon State Highway Commission, as an advance deposit of $25,000 has been received under date of July 1, 1968.

Very truly yours,

H. S. Cox
County and City Engineer

RU/DNH

By: Richard Unrein
Field Engineer

RU:cb

bc L. H. Young
L. W. Rulien

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

WEST LINN (McKILLICAN STREET) SECTION

CITY STREET

CLACKAMAS COUNTY

State Project
0.20 mi. Grading and Paving

Bids Received August 1, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 1,200.00
2.	All Specified	Clearing and Grubbing		1,500.00
3.	12 only	Removal of Inlets	$ 10.00	120.00
4.	4,280 cu.yd.	General Excavation, Unclassified	2.00	8,560.00
5.	All Specified	Finishing Roadbed and Slopes		350.00
6.	260 cu.yd.	Trench Excavation	5.00	1,300.00
7.	18 M-gal.	Watering	4.00	72.00
8.	860 cu.yd.	Stone Base	5.25	4,515.00
9.	2,130 ton	Bituminous Base Mixture	5.20	11,076.00
10.	96 ton	Asphalt in Bituminous Base Mixture	30.00	2,880.00
11.	1,240 ton	Class "B" Asphalt Concrete	6.75	8,370.00
12.	670 lin.ft.	12-inch Concrete Storm Sewer Pipe	3.75	2,512.50
13.	180 lin.ft.	18-inch Concrete Storm Sewer Pipe	5.50	990.00
14.	1 only	Concrete Manholes	300.00	300.00
15.	3 only	Special Concrete Manholes	250.00	750.00
16.	13 only	Concrete Inlets, Type G-1	130.00	1,690.00
17.	6 only	Adjusting Manholes	75.00	450.00
18.	66 cu.yd.	Concrete Curbs	50.00	3,300.00
19.	130 sq.yd.	Concrete Driveways	5.50	715.00
20.	370 sq.yd.	Concrete Walks	4.75	1,757.50
21.	4 only	Extra for A.C. Conc. Approaches	50.00	200.00
			For Comparison of Bids	$52,608.00

ESTIMATED CONSTRUCTION AUTHORIZATION

7.9% over Est.

Estimated Contract Amount		$52,608.00	56,763.00
Anticipated Additional Items:			
Flagging	$500.00	500.00	500.00
		$53,108.00	$ 57,263.00
Engr. & Cont. (14½%)		7,700.66	8,303.14
Estimated Net Authorization, Constr.		$60,808.66	$ 65,566.14
		P.E.	2,859.46
			$ 68,425.60
			-25,000.00
			A 3,425.60

40,566.14 / 65,566.14 × $ 4,621.68 P.E. to date = $ 2,859.46

$25,000 rec'd 7-1-68 → DUE $18,425 ⇄ OK $ A3,425

SCA
West Linn

CITY OF WEST LINN

WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR-ENGINEER

NOTED
H. S. COX

RECEIVED
JUL 15 1968
ENGINEER
COUNTY & CITY DIVISION

July 12, 1968

Mr. Don Harwell
Asst. City & County Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Harwell:

Enclosed please find copies of the recorded easements and deeds for the McKillican Street Improvement.

Please note that I have eliminated the easements for Clara Leek and Dorothy Seely (42626-C), Merrit Willson (42626-D) and Victor and Shirley Green (42626-G).

After talking to Mr. Maurice Payne, Resident Engineer, it was decided to steepen the slope to A. 1½-1 on the north side of McKillican Street from Station 3+60 to 7+60. This will eliminate the necessity of encroaching on private property. Also the property listed under Ray Conners (42626-B) is now under the ownership of Mrs. Enda M. Cornwell.

Yours very truly,

Merle Irvine
Merle Irvine
ASSISTANT CITY ENGINEER

MI:dp
Enclosures
cc Gen Corr
McKillican St

7-15-68
Easements & Deeds to Floyd Scott.
#1

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
July 1, 1968

SUBJECT: Options File 42626
West Linn (McKillican Street)
City Street
Clackamas County

To: Mr. H. S. Cox
City-County Engineer

Upon advice by Resident Engineer Maurice D. Payne by letter of June 17, 1968 to Division Engineer L. W. Rulien, the Division Office has asked the Construction Department to cancel the following listed files. This request has been approved by D. J. Barbee, Assistant Construction Engineer.

The area involved in the following sections is not needed as the Slopes were steepened to stay within the existing Right of Way.

Please consider the following listed sections of File 42626 (sent to you May 23, 1968) cancelled as of June 27th.

File No.	Section	Name	Area	
42626	C	Clara T. Leek & Dorothy P. Seely	500	Sq. Ft.
"	D	Merritt A. Willson	500	Sq. Ft.
"	G	Victor M. & Shirley L. Green	650	Sq. Ft.

The Construction Department then re-assigned these Section Numbers as follows:

Section No. E re-assigned as C
" " F " as D
" " H " as E
" " I " as F
" " J " as G

Earl F S

EARL F. SALING
Right of Way Office Manager

EFS
jg
cc: L. W. Rulien
John K. Scott
Frank D. Morgan
Att: Floyd Scott

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

CITY OF WEST LINN

WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR - ENGINEER

RECEIVED
JUL 1 - 1968
ENGINEER
COUNTY & CITY DIVISION

June 28, 1968

Mr. H. S. Cox
County City Division Eng.
Room 405 Highway Bldg.
Salem, Oregon 97310

Dear Mr. Cox:

SUBJECT: McKillican Street

Please find enclosed a check in the amount of $25,000.00. This amount should constitute a partial payment of the City's share in the above street improvement. You will recall, the original estimate was $50,000.00 of which the State's share was $25,000.00.

Sincerely,

R. W. Dippner

R. W. Dippner
CITY ADMINISTRATOR

RWD:dp
Enclosure
cc Gen Corr
McKillican File

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

6-26-68

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention County and City Division

SUBJECT: Right of Way
1968 Special City Allotment Project
McKillican Street
City of West Linn

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above referred to project have been secured.

Dated at West Linn, Oregon, this 26th day of June, 1968.

WEST LINN CITY COUNCIL

By ______________
Mayor

By Cindy Havila
Recorder

cc: L.W. Rulien
E.F. Saling
E.D Morgan
O C. Turner

RECEIVED
JUN 27 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-123X 80M 7-65

RECEIVED
MAY 29 1968
FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
~~DAVID B. SIMPSON, MEMBER~~
PORTLAND

Fred W. Hill, Member
Pendleton
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

303-1716

7152

May 27, 1968

Mr. R. W. Dippner
City Manager
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

We have determined our final anticipated cost, prior to opening of bids, for the 1968 Special City Allotment project on McKillican Street in West Linn. This estimate of cost is based on the preliminary plans sent to you for your review and approval on May 14, with the exception that the 6" of cement treated base has been replaced by 6" of plant mix bituminous base. It was felt that such a small quantity of cement treated base material would most likely approach or possibly exceed the cost of plant mix bituminous base. Also, the cement treated base material has the disadvantage of requiring a seven day curing period in which traffic must be prohibited.

Our total anticipated cost, including the City's estimated portion of preliminary engineering is $59,981. Please keep this figure confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Field Engineer

RU:sb
bc: F. B. Klaboe
F. D. Morgan
L. H. Young
L. W. Rulien

RECEIVED
MAY 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

West Linn (McKillican St.) Sec.
Clackamas County

5/24/68

Temporary Protection and Direction of Traffic	All Specified		1200 -
Clearing and Grubbing	All Specified		1500.00
Removal of Inlets	12 only	10.00	120 -
General Excavation, Unclassified	4280 cu.yd	2.00	8560 -
Finishing Roadbed and Slopes.	All Specified		350.00
Trench Excavation	260 cu.yd	5.00	1300 -
Watering	18 M-Gals	4.00	72 -
[illegible] Punce	860 ~~730~~ cu.yd.	5.25	4,515 - ~~3832.50~~
Bituminous Base Mixture	2130 ~~1850~~ ton	5.20	11,076 - ~~9620.~~ -
Asphalt in Bituminous Base Mixture	96 ~~82~~ ton	30.00	2,880 - ~~2460~~ -
Class "B" Asphalt Concrete	1240 ton	6.75	8370 -
12-inch Concrete Storm Sewer Pipe	670 lin.ft	3.75	2512 50
18- " " " " "	180 lin.ft	5.50	990 -
Concrete Manholes	1 only	300.00	300 -
Special Concrete Manholes	3 only	250.00	750 -
~~Concrete~~ Adjust Manholes.	6 only	75.00	450 -
Concrete Curbs	66 cu.yds	50.00	3300 -
Concrete Driveways	130 sq.yds	5.50	715 -
Concrete Walks	370 sq.yds	4.75	1757.50
Extra for A.C. Conc. Approaches	4 only	50.00	200 -
Concrete Inlets Type G-1	13 only	130.00	1690 -

+2,558.50 ~~50,049.50~~
52,608 —

Anticipated

FLAGGING 500 -
500 -

~~$50,549.50~~
53,108 —

E & C. 14½
7,700.66 ~~7,329.68~~
60,808.66
~~57,879.18~~

P.E. Expenditures through April 1968
= 3,555.09
144.91 Anticipated additional expenditures May - July.
$3,700.00 Tot. Anti. P.E. Charges.

Est. City share P.E. = 2,178.81 ~~2,101.84~~

TOTAL ANTIC. COST = $ ~~59,981.02~~
62,987.47

$\frac{32,879.18}{57,879.18} \times \$3,700 = \$2,101.84$

$\frac{35,808.66}{60,808.66} \times \$3,700 = \$2,178.81$

Changes G-27-68
per [illegible] (Off. Eng.)

RECEIVED
MAY 24 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
  Pendleton
Thaddeus Bruno, Member
  Portland

May 24, 1968

Mr. R. W. Dippner
City Manager
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

Enclosed are ten option forms in triplicate covering right of way and slope easements to be acquired in connection with the 1968 Special City Allotment project on McKillican Street in West Linn.

These options are for your use in acquiring the right of way and easements. After the options have been properly executed, they should be presented to your city attorney who should, in turn, prepare deeds and easements and have them recorded with Clackamas County. When you have secured the right of way and easements, please execute the two enclosed right of way clearance certificates and forward one copy to this office.

This project is presently scheduled for our July 25, 1968 bid opening. In order to comply with the July 25 date, the right of way for this project must be secured five weeks prior to opening of the bids - i.e., by June 20, 1968.

To fulfill our requirements under ORS 209.250, we would appreciate receiving copies of all recorded deeds and easements that the City of West Linn acquires in connection with this project.

We are enclosing three prints of Map. No. 1R-4-327 covering this project. If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:eb
Enc.
bc: L. W. Rulien
    E. F. Saling
    F. B. Morgan

NOTED
DON HARWELL

FORM E-30 (12-67)

SCA

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1968

SUBJECT: OPTIONS
West Linn (McKillican Street)
City Street
Clackamas County

To: Mr. H. S. Cox
City-County Engineer
BUILDING

Attached you will find 10 original option forms in quadruplet covering right of way and easements to be acquired by the City of West Linn in connection with the McKillican Street Section in West Linn, Clackamas County. This contract is scheduled for letting on July 25, 1968.

Enclosed for your information is a copy of the Authorization list and Mr. Barbee's letter of May 17, 1968.

We are attaching four prints of map number 1R-4-327 covering this area and bearing our date of May 20, 1968.

File No.	Name	Area	
42626-A	John E. Merrill, et ux	750 sq. ft.	
42626-B	Ray Conners	500 " "	
42626-C	Clara T. Leek and Dorothy P. Seely	500 " "	
42626-D	Merritt A. Willson	500 " "	
42626-E	E. T. Shannon, et ux	250 " "	
42626-F	Norman K. Pope, et ux	1,200 " "	
42626-G	Victor M. Green, et ux	650 " "	
42626-H	K. A. Renner, et ux	0.01 Acre	P 1
		0.07 "	P 2
		0.03 "	P 3
		0.06 "	P 4
42626-I	W. Gordon McKillican, et ux	0.01 "	P 1
		0.05 "	P 2
42626-J	John L. Barry, et ux	25 sq. ft.	

RECEIVED
MAY 23 1968
ENGINEER
COUNTY & CITY DIVISION

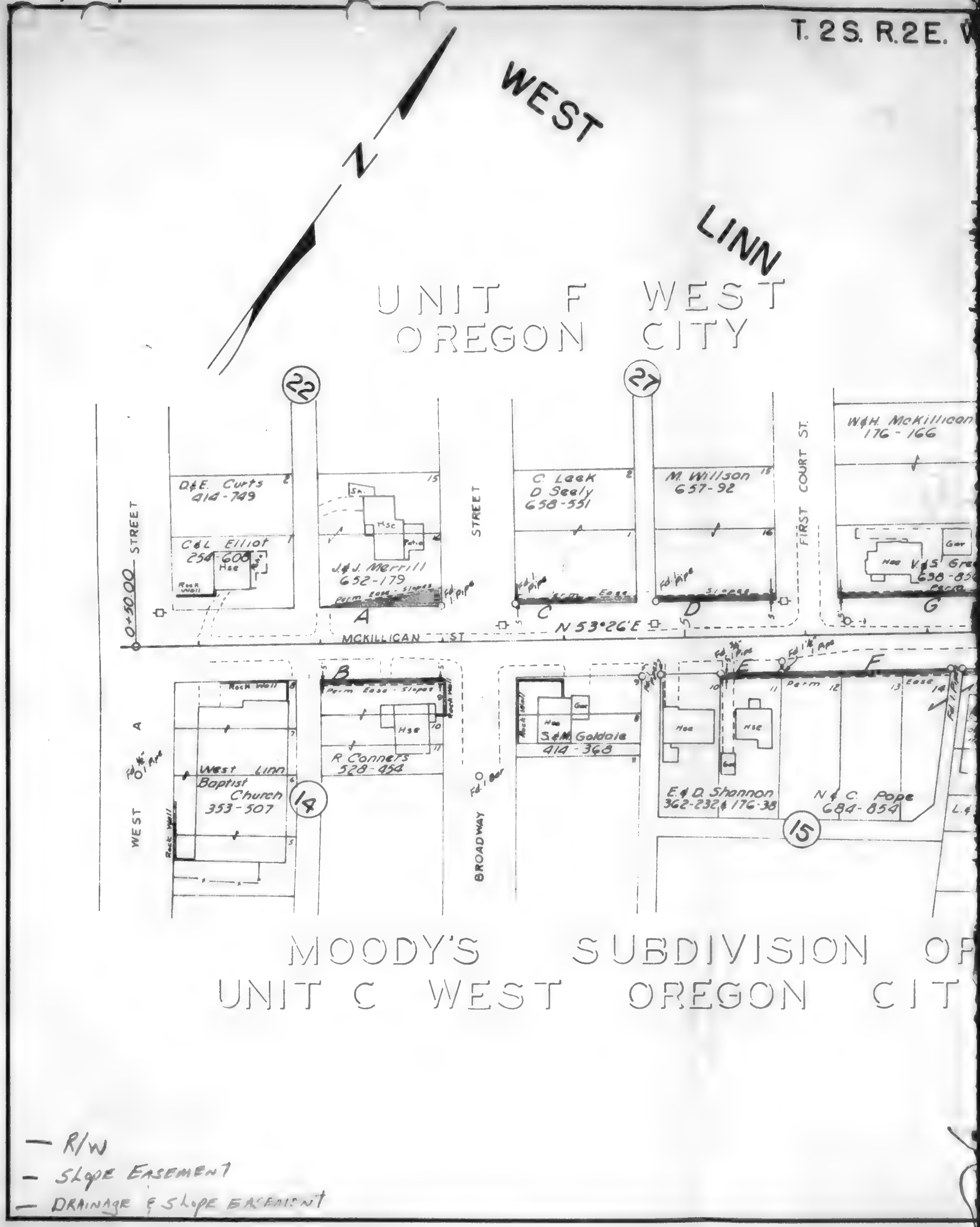
AE:jm
encs. 10 Options-4 Prints
Auth.-copy of Ltr.

cc: L. W. Rulien-1 Print
Frank Lowe

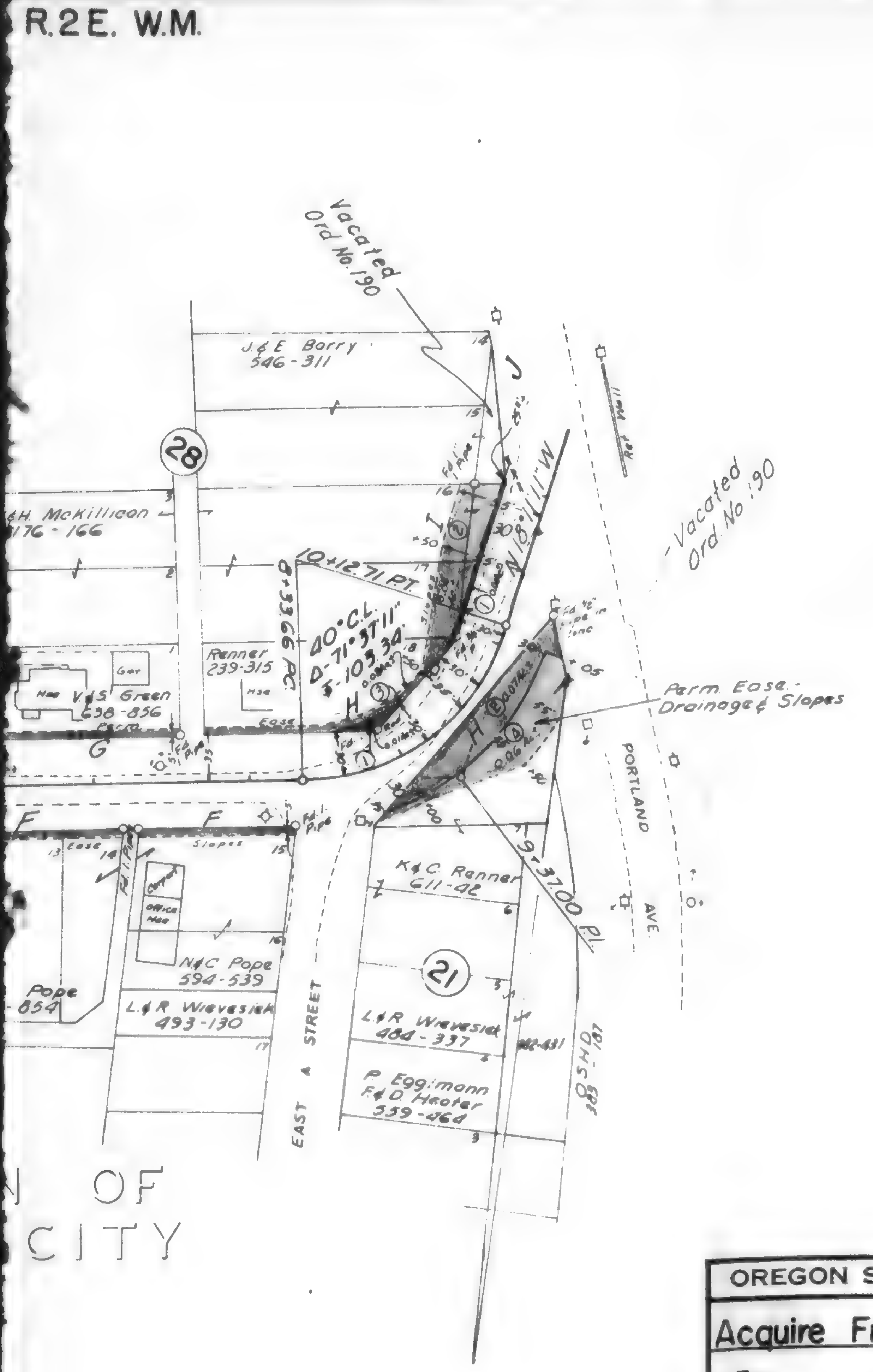
Earl F. Saling
EARL F. SALING
Right of Way Office Manager

NOTED
RICHARD UNREIN

NOTED
DON HARWELL


T. 2S. R.2E. W
N
WEST LINN
UNIT F WEST OREGON CITY
22
27
D&E Curts 414-749
C&L Elliot 254-606
Hse
Rock Wall
J&J Merrill 652-179
Hse
Sh.
Patio
Perm Ease - Slopes
Fd 1" Pipe
C. Leek D Sealy 658-551
M. Willson 657-92
W&H McKillican 176-166
V&S Gre 638-85
Gar
Hse
STREET
FIRST COURT ST.
0+50.00
A
C
D
G
Perm Ease
Slopes
MCKILLICAN ST
N 53°26'E
B
E
F
Perm Ease - Slopes
Rock Wall
Hse
Fd 1" Pipe
Fd 1" Pipe
Perm
Ease
R Conners 528-454
S&M Goldale 414-368
Rock Wall
Gar
Hse
West Linn Baptist Church 353-507
E&D Shannon 362-232 & 176-38
N&C Pope 684-854
L.&
14
15
WEST A
Fd 1/2" Pipe
Fd 1" Bar
BROADWAY
MOODY'S SUBDIVISION OF UNIT C WEST OREGON CIT
R/W
Slope Easement
Drainage & Slope Easement

1R-4-327


R.2E. W.M.
Vacated Ord No. 190
J.&E Barry 546-311
J
28
&H. McKillicon 176-166
10+12.71 P.T.
8+33.66 P.C.
Δ0° C.L.
Δ-71°37'11"
L-103.34'
Renner 239-315
Hse
Gar
Hse
V.&S. Green 638-856
Perm. Ease
G
H
I
N18°11'11"W
30
Fd. 1" Pipe
Fd. 1/2" Pipe in Conc
Perm. Ease.- Drainage & Slopes
PORTLAND AVE.
F
F
Ease Slopes
Fd. 1" Pipe
Office Hse
N&C Pope 594-539
Pope 854
L&R Wievesiek 493-130
EAST A STREET
K&C Renner 611-42
21
9+37.00 P.I.
L&R Wievesiek 484-337
P. Eggimann F&D Heater 559-464
OSHD 583-181
OF
CITY
Vacated Ord. No. 190
Ret Wall
①
②
③
④

MAY 20 1968

FILE 42626

OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	As Shown
For	Slope Easement
Highway	City Street (West Linn)
County	Clackamas
Scale 1" = 100'	Date April 1968

1A-20-7

File No. 42626-A

REAL ESTATE OPTION

Grantor John E. and N. Jane Merrill Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 22, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that certain deed to John E. Merrill and N. Jane Merrill, recorded in Book 652, Page 179 of Clackamas County Record of Deeds; the said parcel being described as follows:

Beginning on the Northeasterly line of said property at a point 15 feet Northwesterly of the most Easterly corner of said property; thence Southeasterly along said Northeasterly line 15 feet to said most Easterly corner; thence Southwesterly along the Southeasterly line of said property to the most Southerly corner thereof; thence Northeasterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 750 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

.... (SEAL)

Witnesses:

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-B

REAL ESTATE OPTION

Grantor Ray Conners Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Lot 9, Block 14, MOODY'S SUBDIVISION OF UNIT "C", WEST OREGON CITY, Clackamas County, Oregon; the said parcel being that portion of said Lot 9 included in a strip of land 5 feet in width lying Southeasterly of and adjoining the Northwesterly line of said Lot 9.

The parcel of land to which this description applies contains 500 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". of W.L.

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($................................) (of which $................................ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

.... (SEAL)

Witnesses:

.... (SEAL)

....

.... (SEAL)

....

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-C

REAL ESTATE OPTION

Grantor Clara T. Leek and Mail Address

Dorothy P. Seely Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 27, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that certain deed to Clara T. Leek and Dorothy P. Seely, recorded in Book 658, Page 551 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 5 feet in width, lying Northwesterly of and adjoining the Southeasterly line of said property.

The parcel of land to which this description applies contains 500 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". of W.L.

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($.................................) (of which $.................................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-D

REAL ESTATE OPTION

Grantor Merritt A. Willson **Mail Address**

Agent

Section West Linn (McKillican Street) **County Road** City Street

Purpose Easement **Desc. Checked by** HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 27, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that certain deed to Merritt A. Willson, recorded in Book 657, Page 92 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 5 feet in width, lying Northwesterly of and adjoining the Southeasterly line of said property.

The parcel of land to which this description applies contains 500 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". [illegible]

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($......................................) (of which $...................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19.........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-E

REAL ESTATE OPTION

Grantor E. T. and D. M. Shannon Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Lot 11, Block 15, MOODY'S SUBDIVISION OF UNIT "C", WEST OREGON CITY, Clackamas County, Oregon; the said parcel being that portion of said Lot 11 included in a strip of land 5 feet in width lying Southeasterly of and adjoining the Northwesterly line of said Lot 11.

The parcel of land to which this description applies contains 250 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". of W.L.

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-F

REAL ESTATE OPTION

Grantor Norman K. and Carolyn Pope **Mail Address**

Agent

Section West Linn (McKillican Street) **County Road** City Street

Purpose Easement **Desc. Checked by** HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Lots 12, 13, 14 and 15, Block 15, MOODY'S SUBDIVISION OF UNIT "C", WEST OREGON CITY, Clackamas County, Oregon; the said parcel being that portion of said lots included in a strip of land 5 feet in width lying Southeasterly of and adjoining the Northwesterly line of said lots.

The parcel of land to which this description applies contains 1,200 square feet, more or less.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". of W.L.

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-G

REAL ESTATE OPTION

Grantor Victor M. and Shirley L. Green **Mail Address**

Agent

Section West Linn (McKillican Street) **County Road** City Street

Purpose Easement **Desc. Checked by** HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 28, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that certain deed to Victor M. Green and Shirley L. Green, recorded in Book 638, Page 856 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 5 feet in width lying Northwesterly of and adjoining the Southeasterly line of said property.

The parcel of land to which this description applies contains 650 square feet.

jb

NOTE: Regardless of anything herein to the contrary, this option is for a slopes easement only, and where the name "County" is printed, it shall mean "City". of W.L.

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($.................................) (of which $................................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-H

REAL ESTATE OPTION

Grantor K. A. and Carol Renner Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Right of Way and Easements Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will ensure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Block 28, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of the following described tract:

Beginning at the most Southerly corner of said Block Twenty-eight (28) at the intersection of First Court Street and Fifth Street; thence North Fifty-three (53) degrees Twenty-six (26) minutes East on block line One Hundred Forty-six no/100 (146.00) feet to the true point of beginning of the tract herein described; thence North Thirty-six (36) degrees Thirty-four (34) minutes West Sixty (60)feet; thence North Fifty-three (53) degrees Twenty-six (26) minutes East one Hundred Sixty-four and 64/100 (164.64) feet; thence South Five (5) degrees Fifteen (15) minutes West Eighty and 59/100 (80.59) feet; thence South fifty-three (53) degrees Twenty-six (26) minutes West one hundred Ten and 96/100 (110.96) feet to the true point of beginning; the said parcel being that portion of said tract included in a strip of land 30 feet in width lying on the Westerly side of the following described center line:

Beginning at Engineer's center line Station 0+50, which station is the intersection of the center line of West "A" Street with the center line of McKillican Street; thence North 53° 26' East 783.66 feet; thence on a 143.24 foot radius curve left (the long chord of which bears North 17° 37' 24.5" East) 179.05 feet; thence North 18° 11' 11" West 137.29 feet to Engineer's center line Station 11+50.

The parcel of land to which this description applies contains 0.01 acre, more or less.

PARCEL 2

A parcel of land lying in the NE¼SW¼ of Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width lying on the Easterly side of the center line described in Parcel 1.

ALSO that portion of said property lying Easterly of said 30 foot strip of land and Northerly of a line at right angles to said center line at Engineer's Station 10+05.

The parcel of land to which this description applies contains 0.07 acre, more or less.

PARCEL 3 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block, 28 MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of the following described tract:

Beginning at the most Southerly corner of said Block Twenty-eight (28) at the

REAL ESTATE OPTION

Grantor K. A. and Carol Renner Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Right of Way and Easements Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will ensure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Block 28, MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of the following described tract:

Beginning at the most Southerly corner of said Block Twenty-eight (28) at the intersection of First Court Street and Fifth Street; thence North Fifty-three (53) degrees Twenty-six (26) minutes East on block line One Hundred Forty-six no/100 (146.00) feet to the true point of beginning of the tract herein described; thence North Thirty-six (36) degrees Thirty-four (34) minutes West Sixty (60)feet; thence North Fifty-three (53) degrees Twenty-six (26) minutes East one Hundred Sixty-four and 64/100 (164.64) feet; thence South Five (5) degrees Fifteen (15) minutes West Eighty and 59/100 (80.59) feet; thence South fifty-three (53) degrees Twenty-six (26) minutes West one hundred Ten and 96/100 (110.96) feet to the true point of beginning; the said parcel being that portion of said tract included in a strip of land 30 feet in width lying on the Westerly side of the following described center line:

Beginning at Engineer's center line Station 0+50, which station is the intersection of the center line of West "A" Street with the center line of McKillican Street; thence North 53° 26' East 783.66 feet; thence on a 143.24 foot radius curve left (the long chord of which bears North 17° 37' 24.5" East) 179.05 feet; thence North 18° 11' 11" West 137.29 feet to Engineer's center line Station 11+50.

The parcel of land to which this description applies contains 0.01 acre, more or less.

PARCEL 2

A parcel of land lying in the NE¼SW¼ of Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width lying on the Easterly side of the center line described in Parcel 1.

ALSO that portion of said property lying Easterly of said 30 foot strip of land and Northerly of a line at right angles to said center line at Engineer's Station 10+05.

The parcel of land to which this description applies contains 0.07 acre, more or less.

PARCEL 3 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block, 28 MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of the following described tract:

Beginning at the most Southerly corner of said Block Twenty-eight (28) at the intersection of First Court Street and Fifth Street; thence North Fifty-three (53)

(OVER)

degrees Twenty-six (26) minutes East on block line One Hundred Forty-six no/100 (146.00) feet to the true point of beginning of the tract herein described; thence North Thirty-six (36) degrees Thirty-four (34) minutes West Sixty (60) feet; thence North Fifty-Three (53) degrees Twenty-six (26) minutes East one Hundred Sixty-four and 64/100 (164.64) feet; thence South Five (5) degrees Fifteen (15) minutes West Eighty and 59/100 (80.59) feet; thence South fifty-three (53) degrees Twenty-six (25) minutes West one hundred Ten and 96/100 (110.96) feet to the true point of beginning; the said parcel being that portion of said tract included in a strip of land variable in width lying on the Westerly side of the center line described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line
7+00		9+50	35
9+50		10+50	35 in a straight line to 55
10+50		11+00	55

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 0.03 acre, more or less.

PARCEL 4 - A permanent easement for slopes and storm drainage over or across the following described parcel, to wit:

A parcel of land lying in NE¼SW¼ of Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width lying on the Easterly side of the center line desscribed in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
8+33.66		9+00	35
9+00		9+50	35 in a straight line to 55
9+50		10+50	55

EXCEPT therefrom Parcel 2.

The parcel of land to which this description applies contains 0.06 acre, more or less.

jb

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of West Linn. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($.....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-I

REAL ESTATE OPTION

Grantor W. Gordon and Helen McKillican Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Right of Way and Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that deed to W. Gordon McKillican and Helen McKillican, recorded in Book 176, Page 166 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Northwesterly side of the following described center line:

Beginning at Engineer's center line Station 0+50, which station is the intersection of the center line of West "A" Street with the center line of McKillican Street; thence North 53° 26' East 783.66 feet; thence on a 143.24 foot radius curve left (the long chord of which bears North 17° 37' 24.5" East) 179.05 feet; thence North 18° 11' 11" West 137.29 feet to Engineer's center line Station 11+50.

ALSO that portion of that tract described in Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds, which accrued to said property, lying within the 30 foot strip of land set forth herein.

The parcel of land to which this description applies contains 0.01 acre, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 28 of MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that deed to W. Gordon McKillican and Helen McKillican, recorded in Book 176, Page 166 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northwesterly side of the center line described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line
9+50		10+50	35 in a straight line to 55
10+50		11+50	55

ALSO that portion of that tract described in Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds which accrued to said property.

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 0.05 acre.

jb/tk

NOTE: Regardless of statements herein to the contrary, this option is in the name

REAL ESTATE OPTION

Grantor W. Gordon and Helen McKillican Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Right of Way and Easement Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that deed to W. Gordon McKillican and Helen McKillican, recorded in Book 176, Page 166 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Northwesterly side of the following described center line:

Beginning at Engineer's center line Station 0+50, which station is the intersection of the center line of West "A" Street with the center line of McKillican Street; thence North 53° 26' East 783.66 feet; thence on a 143.24 foot radius curve left (the long chord of which bears North 17° 37' 24.5" East) 179.05 feet; thence North 18° 11' 11" West 137.29 feet to Engineer's center line Station 11+50.

ALSO that portion of that tract described in Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds, which accrued to said property, lying within the 30 foot strip of land set forth herein.

The parcel of land to which this description applies contains 0.01 acre, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block 28 of MOODY INVESTMENT COMPANY'S SUBDIVISION OF UNIT "F" OF PLAT OF WEST OREGON CITY, Clackamas County, Oregon, and being a portion of that property described in that deed to W. Gordon McKillican and Helen McKillican, recorded in Book 176, Page 166 of Clackamas County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northwesterly side of the center line described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line
9+50		10+50	35 in a straight line to 55
10+50		11+50	55

ALSO that portion of that tract described in Vacation Ordinance No. 190, recorded in Book 416, Page 396 of Clackamas County Record of Deeds which accrued to said property.

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 0.05 acre.

jb/tk

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of West Linn. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,* and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($..................................) (of which $.................................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses:	.... (SEAL)
....	.... (SEAL)
....	.... (SEAL)
	.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42626-J

REAL ESTATE OPTION

Grantor John L. and Elvena L. Barry Mail Address

Agent

Section West Linn (McKillican Street) County Road City Street

Purpose Right of Way Desc. Checked by HRS 5-17-68 1R-4-327

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in Section 30, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that Vacation Ordinance, recorded in Book 416, Page 396 of Clackamas County Record of Deeds; the said parcel being that portion of said property which accrued to that property described in that deed to John L. Barry and Elvena L. Barry, recorded in Book 546, Page 311 of Clackamas County Record of Deeds and included in a strip of land 30 feet in width, lying on the Westerly side of the following described center line.

Beginning at Engineer's center line Station 0+50, which station is the intersection of the center line of West "A" Street with the center line of McKillican Street; thence North 53° 26' East 783.66 feet; thence on a 143.24 foot radius curve left (the long chord of which bears North 17° 37' 24.5" East) 179.05 feet; thence North 18° 11' 11" West 137.29 feet to Engineer's center line Station 11+50.

The parcel of land to which this description applies contains 25 square feet, more or less.

jb

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of West Linn. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

A-22R
SP*29763-724

THE STATE OF OREGON

To .... Dr.

....

Date Vouchered	NATURE OF CLAIM	AMOUNT
	For .... *the Oregon State Highway Department, as per details attached:*	$

APPROVED

....
Assistant Right of Way Engineer

APPROVED BY HIGHWAY COMMISSION

....

Date ....

....
Assistant Secretary

COST DISTRIBUTION

I, ..., (Name)

hereby certify that I am ....; (If firm or corporation, state capacity in which employed)

that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the .... (Material or service) *therein specified* .... (Has been furnished or rendered) *the State of Oregon as stated, that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING CERTIFICATION SIGN HERE ☞ .... (Name)

Warrant No. .... *issued in payment of the*

A-22R
SP*29763-734

THE STATE OF OREGON

To .... Dr.

....

Date Vouchered	NATURE OF CLAIM	AMOUNT
	For .... *the Oregon State Highway Department, as per details attached:*	$

APPROVED

____
Assistant Right of Way Engineer

APPROVED BY HIGHWAY COMMISSION

____

Date ________________________

____
Assistant Secretary

COST DISTRIBUTION

I, ...,
(Name)

hereby certify that I am ....;
(If firm or corporation, state capacity in which employed)

that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the .... *therein specified* .... *the State of Oregon as stated,*
(Material or service) (Has been furnished or rendered)

that the charge therefor is reasonable, and that no part thereof has been heretofore paid.

PERSON MAKING CERTIFICATION SIGN HERE ☛ ....
(Name)

Warrant No. .... *issued in payment of the within claim.*

3-68.

NARRATIVE REPORT

The purpose of this survey is to prepare plans, specifications and estimate of cost of grading, paving, and curbing of McKillican Street Section of city street within the City of West Linn in Clackamas County. This construction will provide 2 - 12' travel lanes, with 10' parking strip and concrete curbs. The overall lenght of project is 0.21 miles.

The alignment for this project follows the center of existing 60 foot right of way. Additional right of way and temporary slope easements will be needed throughout most of the project. Due to the existing street connections and driveways, the grade used pretty much follows the existing grade.

Due to the shallow depth of existing storm sewer drain, a new storm sewer drain has been included in the estimate. It is anticipated that the city of West Linn would install the main run of storm sewer pipe prior to the letting of the contract.

The utilities involved in the construction of this project are; City of West Linn Water and Sanitary Sewer, The Northwest Bell Telephone Co., Northwest Natural Gas Co., And The Portland General Electric Co.

ENGINEER'S ESTIMATE

WEST LINN (MCKILLICAN ST.) City Street, Clackamas County
Prefix: 303 - 1438 Station 0 + 50 to 11 + 40
James W. Cochell Res. Engn. March, 1968

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	COST
1. Clearing & grubbing	Lump Sum	All		100%		$ 350.00
2. General Excavation, Uncl.	C.Y.	4,971	529	5,500	$ 1.60	8,800.00
3. Finishing Roadbed & Slopes	Lump Sum	All		100%		300.00
4. Trench Excavation	C.Y.	123	12	135	5.00	675.00
5. Watering	M-Gal.	78	7	85	3.00	255.00
6. 3/4"-0" Material in Stone Leveling Course	C.Y.	422	38	460	3.50	1,610.00
7. Course Base Material	C.Y.	2,685	265	2,950	3.25	9,587.50
8. 3/4"-0" Aggregate in Prime Coat	C.Y.	43	5	48	6.00	288.00
9. RC-250 Asphalt in Prime Coat	Ton	6.6	0.4	7	75.00	525.00
10. Class "B" Asphaltic Concrete	Ton	1,080	120	1,200	8.50	10,200.00
11. 8" Concrete Sewer Pipe	Lin. Ft.	3	0	3	5.00	15.00
12. 12" Concrete Sewer Pipe	Lin.Ft.	524	56	580	3.75	2,175.00
13. 18" Concrete Sewer Pipe	Lin.Ft.	9	1	10	6.00	60.00
14. Type "G-1" Inlets	Each	11	1	12	130.00	1,560.00
15. Concrete Manholes	Each	6	0	6	300.00	1,800.00
16. Adjust Manholes	Each	5	0	5	75.00	375.00
17. Concrete Curbs	Cu. Yd.	64	6	70	40.00	2,800.00
18. 4" P.C. Concrete Sidewalks	Sq. Yd.	367	33	400	4.75	1,900.00
19. Extra for P.C.Concrete Drwys.	Sq. Yd.	89	9	98	5.50	539.00
20. Extra for A.C. Approaches	Each	4	0	4	50.00	200.00

Subtotal Contract Bid Items - $ 44,014.50

Extra Item: Flagging - - - - - - - - - - - - - - - $ 100.00

Engineering & Contingencies (20% of $ 44,014.50) - - - - - - - - - $ 8,802.90

TOTAL - $ 52,917.40

Work to Be Done By City:	Trench Excavation	511 C.Y. @ $5.00	=	$ 2,555.00
	18" Conc. Sewer Pipe	1,020 L.F. @ 6.00	=	6,120.00
Total for work by City Forces				$ 8,675.00

RECEIVED
JAN 16 1968
FOR FILING

303-1716

7152

January 16, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3470

City of West Linn
City Hall
West Linn, Oregon

Attention: Andy Harila
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to McKillican Street in your City.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conformed copy)

RECEIVED
JAN 8 - [illegible]

303-1716
7152

1-4-68

Prefix No. 303-1438

LOCATION PROSPECTUS
WEST LINN (McKILLICAN STREET) SECTION
CITY STREET
CLACKAMAS COUNTY

HIGHWAY: McKillican Street, city of West Linn. Not on State or Federal highway sytem.

TERMINI: The westerly terminus is at the intersection of West "A" Avenue and McKillican Street, which point is approximately 1,850 feet south on West "A" Avenue from the intersection of West "A" Avenue and Portland Avenue (State Highway No. 43). The easterly terminus is at the intersection of McKillican Street and Portland Avenue, which point is at M.P. 11.0 on Portland Avenue (State Highway No. 43).

LENGTH: The overall length is approximately 0.20 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans and specifications for a two-lane city street in West Linn. The soils investigation will be conducted during the survey. There are no drainage problems anticipated. An economic analysis is not needed at this time.

TYPICAL SECTION: 44-foot curb-to-curb street section with 5-foot sidewalk on the southerly side.

BASE DESIGN: The tentative base design for construction is:

3-1/2" A. C.
2 " Stone Leveling Course
12-1/2" Stone Base

18 " Total

MATERIALS: Investigations for suitable material will be made during the survey and referenced to the project.

UTILITIES: Routine utility adjustments will be necessary.

AGREEMENTS: Routine negotations for Special City Allotment Project.

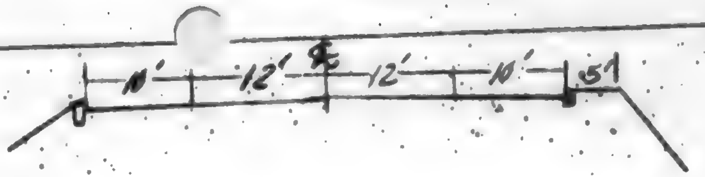
NOTED
TOM EDWARDS

ADDITIONAL FACILITIES: There are no stream crossings, railroads or airports affected by this project.

PARKS: None.

January 4, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards ✓
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
[illegible] - 1968
OFFICE OF
[illegible]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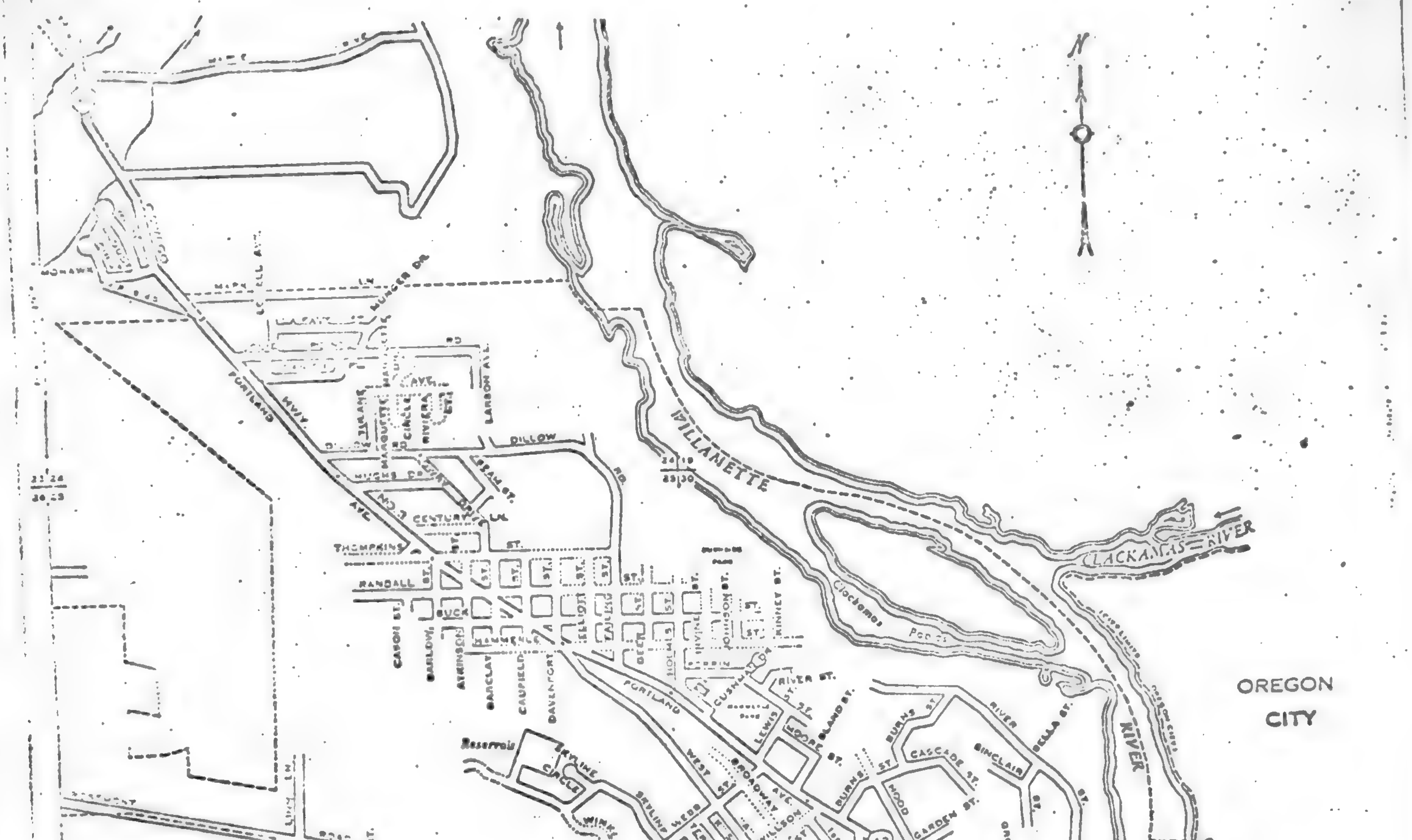

N
WILLAMETTE
CLACKAMAS RIVER
OREGON
CITY
RIVER
PORTLAND HWY.
PORTLAND AVE.
DILLOW
THOMPKINS
RANDALL ST.
RIDGE LN.
KNOX ST.
PROSPECT ST.
Reservoir
SKYLINE CIRCLE
BROADWAY
WILSON
MOORE ST.
BURNS ST.
HOOD ST.
CASCADE ST.
GARDEN ST.
SINCLAIR
RIVER ST.
GROVE ST.
EAST PORTLAND AVE.
OSWEGO HWY.
McKILLICAN ST.
OREGON CITY BLVD.
WILLAMETTE AVE.
LONG ST.
SIMPSON ST.
CLARK
WINKLE
BITTNER
CHARMAN ST.
LEONARD ST.
WALNUT
SUNSET
MAPLE AVE.
ALDER
PINE
LANCASTER
WARWICK
CORNWALL
NORFOLK
PARKER
REED ST.
FALLS ROAD
PACIFIC HWY. EAST No. 1E
43
212
End Project
Begin Project
WEST LINN
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population
Scale in Feet
Revised August 1964
SHEET ARRANGEMENT

Fred W. Hill, Member
Helix

December 13, 1967

Mr. R. W. Dippner
City Manager
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

On December 12 the State Highway Commission approved the City's request for a Special City Allotment project on McKillican Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

[illegible]:cr

Att:

CC: L. W. Rulien

NOTED
RICHARD UNREIN

NO LIME

S.C.A. INVESTIGATION DATA

City of ________ Date 9-5, 1967 Division ____

Street (s) ________

No. previous projects ____

Last project ____ (year)

Total SCA Funds to date $____

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___

Surface width: ____ feet, Shoulder-shoulder width: ____ feet

C-C width: ____ feet, Right-of-way width: ____ feet

Remarks: ________

PROPOSED

Surfacing: A.C. ___ Oil ___ Gravel ___ Concrete ___

Pave width: ___ feet Shoulder width: ___ feet C-C width: ___ feet

Thickness of: A.C. ___ inches, Leveling ___ inches, Base ___ inches

Length: ___ feet, ___ mile. Type curb: ________

Remarks: "Soils" recommends that lime not be used as some rock is present that wouldn't react.
9-5-67 called Mr. Diggins and stated that lime was not recommended and also told him of increase in cost.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Rock Exc.	c.y.	155	5.00	$ 775.00
Clearing	All	All	L.S.	$ 750.00
General Excavation	c.y.	5,400	1.25	6,750.00
Drainage Excavation	c.y.	95	4.00	380.00
Culvert Pipe 12"	lin. ft.	400	3.75	1,500.00
Base Material (1-1/2-0)	c.y.	3,000	3.00	9,000.00
Level Material (3/4-0)	c.y.	475	3.10	1,472.50
Asphalt	ton	1,240	7.50	9,300.00
Inlets	ea.	14	125.00	1,750.00
~~Manholes~~ 24" Conc. Pipe	Lin. ~~ea.~~ ft.	110	8.50	935.00
Concrete Curbs	c.y.	70	45.00	3,150.00
Concrete Walks and Drives	sq. yd.	620	5.00	3,100.00
Watering	M/gal.	100	3.00	300.00
Remove ~~[illegible]~~ Curbs	Lin. ~~ea.~~ ft.	200	1.00	200.00
Adjust. ~~[illegible]~~ M.H.'s	ea.	7	100.00	700.00
Other Binder	All	All	L.S.	1,000.00

* Items include 10% allowance.

Total	$ 41,062.50
Engineering & Contingencies (20%)	8,212.50
TOTAL	$ 49,275.00
City's Estimated Share of Survey	1,231.61
TOTAL ESTIMATED COST	$ 50,506.61
	$ 50,500

WEST LINN

3½" A.C.
2" LEV.
12½" BASE

Quantities Not using Lime
Treated Subgrade

McKillican St.
9-5-69

GEN. EXC. = $\frac{2.4 \times 46.0 \times 1200 \times 1.1}{27}$ = 5,400 c.y.

12½" BASE = $\frac{1.04 \times 44.8 \times 1200 \times 1.43}{27}$ = 2,962 c.y.

water = .0275 × (3,437) = 95 M-GAL.

SURV. est. $2,500

$\frac{24,275}{49,275} \times 2{,}500 =$ $ 1,231.61

RECEIVED
SEP 8 - 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

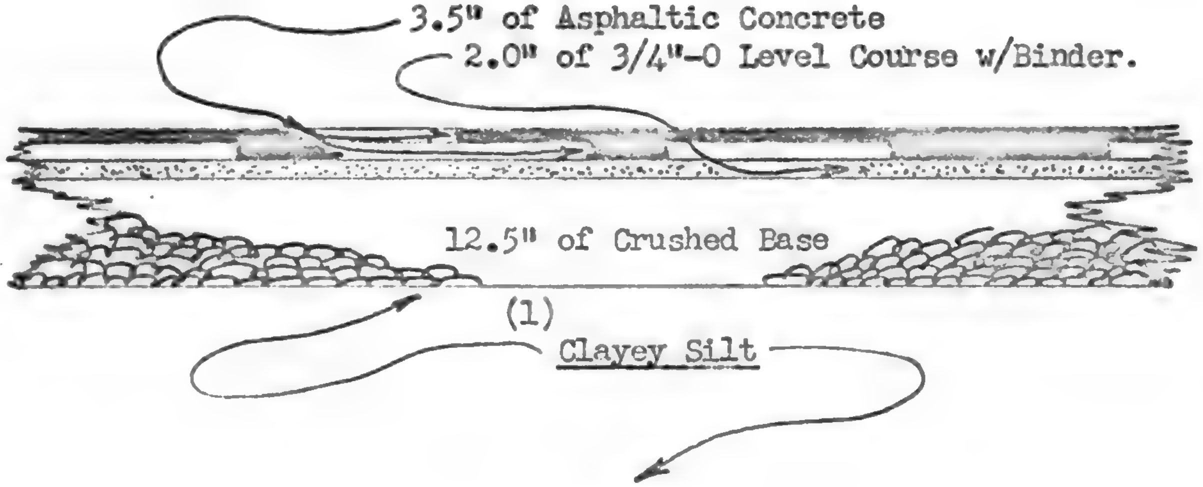
Section McKILLICAN STREET Highway City of West Linn County Clackamas Prefix 03-1176 716

Res. Engr. ______ Approx. Length ______ Miles. Sta. ______ to Sta. ______ Date 8-31-67

Truck A.D.T. 19 Traffic Coefficient 6.6 18 kip s.a. per day 13.4.

Annual Precipitation 44"+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil
34 LL
12 PI
91 %P 10
84 %P200
9 %Gravel
2 %C Sand
5 %F Sand
56 %Silt
28 %Clay
8 "R" Value


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder.
12.5" of Crushed Base
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.5	12.5	Cr. Base
21.5	21.5	18.0	

8-31-67

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County - City (2)

Submitted by G. J. Gray for Staff Assistant

Recommended by D. A. White Engineer of Materials

Recommended by asst Construction Engineer

Approved by Asst. State Highway Engineer

McKILLICAN STREET
City of West Linn
Clackamas County

"OTHER ROADS"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

SECTION: McKILLICAN STREET

HIGHWAY: City of West Linn

COUNTY: Clackamas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1967 Present ADT 700 (Total)

B. 1987 Future ADT 1200 (Total)

C. Mean ADT 950 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .02 x (C) 950 = 19

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 19 x (H) 100 % = 19

TRAFFIC COEFFICIENT = $K\ (I)^{0.119}$
where K = 4.669

= 6.6

SECTION: McKILLICAN STREET

HIGHWAY: City of West Linn

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested Asphaltic Concrete.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project.
See Items 6 and 12.

SCA

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR - ENGINEER

NOTED
H. S. COX

August 31, 1967

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

SUBJECT: Special City Allotment Act

I was happy to receive your letter of August 30, 1967, and would inform you that the City of West Linn is willing to participate in the McKillican Street improvement, as outlined; i.e., the City is prepared to pay all costs of the project in excess of $25,000. Your reconnaissance investigation estimates a total project cost of $50,000. I am enclosing the street portion of the City of West Linn's budget. You will note McKillican Street is a line item and the budget was approved and adopted for $25,000.

Yours very truly,

R. W. Dippner
City Administrator

RWD:dp
Enclosure
cc Gen. Corr.
Street Dept.
Richard Unrein

RECEIVED
SEP - 5 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

DETAILED REQUIREMENTS BY FUND

FOR THE FISCAL YEAR 1967 - 1968
BEGINNING JULY 1, 1967

STREET DEPARTMENT
STREET FUND

CITY OF WEST LINN
(MUNICIPAL CORPORATION)

RECEIVED
SEP 5 1967
COUNTY ENGINEER
COUNTY & CITY DIVISION

STORICAL DATA						BUDGET FOR ENSUING YEAR				
L	BUDGET									
FIRST PRECEDING YEAR	CURRENT YEAR	*RANGE	*NO. OF EMPS.		*NO. OF EMPS.	PROPOSED Do Not Publish This Col.	*RANGE	APPROVED	*RANGE	ADOPTED Do Not Publish This Col.
				Personal Services:						
-	-			Engineer-Administrator		2,523.00		2,523.00		2,523.00
-	-			Public Works Superintendent		2,925.00		2,925.00		2,925.00
6,840.00	7,140.00			Public Works Foreman		4,838.00		4,838.00		4,838.00
-	-			Public Works Inspector		3,240.00		3,240.00		3,240.00
16,518.00	17,424.00	11	2	Public Works Laborers		12,600.00		12,600.00		12,600.00
2,500.00	2,000.00			Part Time Employees		-		-		-
25,858.00	26,564.00			Total Personal Services		26,126.00		26,126.00		26,126.00
				Materials & Services:						
9,589.00	20,000.00			Street Lights		20,000.00		20,000.00		20,000.00
6,057.00	5,000.00			Rock		4,000.00		4,000.00		4,000.00
10.00	1,000.00			Culvert		1,000.00		1,000.00		1,000.00
767.00	600.00			Traffic Paint		600.00		600.00		600.00
174.00	500.00			Schools & Conferences		500.00		500.00		500.00
754.00	500.00			Street Signs		500.00		500.00		500.00
572.00	900.00			Spray Material		900.00		900.00		900.00
1,610.00	1,600.00			Miscellaneous Supplies		1,000.00		1,000.00		1,000.00
-	-			Bridge Repair		-		-		-
-	3,000.00			Engineering & Surveying		2,000.00		2,000.00		2,000.00
-	-			Electric Service		190.00		190.00		190.00
-	-			Equipment Rental		2,500.00		2,500.00		2,500.00
444.00	400.00			De-Ice and Sand		-		-		-
372.00	-			Safety Devices		-		-		-
140.00	300.00			Dozing & Grading		-		-		-
0,489.00	33,800.00			Total Materials & Services		33,190.00		33,190.00		33,190.00
				Capital Outlay:						
3,080.00	-			Equipment		-		-		-
-	-			Skyline Drive		-		-		-
6,079.00	17,500.00			Paving		8,370.00		8,370.00		8,370.00
-	-			McKillican Street		25,000.00		25,000.00		25,000.00
2,873.00	3,000.00			Storm Sewers		-		-		-

when grouping job classifications by salary ranges.

(2-63)

NOTED
H. S. COX

Fred W. Hill, Member
Helix

August 30, 1967

Mr. R. W. Dippner
City Administrator
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

It is planned to submit your proposed project on McKillican Street from West "A" Street to Portland Avenue to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation is roughly estimated to cost $50,000 for providing a 44' curbed street section with a 5' concrete sidewalk on the southerly side of the street.

Should the Highway Commission look with favor upon your project, would the City of West Linn be willing and able to pay all costs of the project in excess of $25,000?

Receipt of a letter stating West Linn's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Richard Unrein
Field Engineer

RU:mr

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of West Linn Date July 9, 1967 Division I

Street (s) McKillican St. from W. "A" St. to Portland Ave.

No. previous projects -0-

Last project -0- (year)

Total SCA Funds to date $ -0-

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —

Surface width: 20± feet, Shoulder-shoulder width: 24-34 feet

C-C width: — feet, Right-of-way width: 60 & 40 feet

Remarks: Existing surface receives considerable amount of traffic and is rough and shows signs of distress. good project Met with City Admin. Richard [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —

Pave width: 44 feet Shoulder width: — feet C-C width: 44 feet

Thickness of: A.C. 3½ inches, Leveling 2 inches, Base 7½ inches 6" Lime treated S.G.

Length: 1050 feet, 0.20 mile. Type curb: "C"

Remarks: Construct new alignment & connection to Portland Ave. Constr. Conc. S.W. on southerly side & Conc. drive[illegible]

ESTIMATE

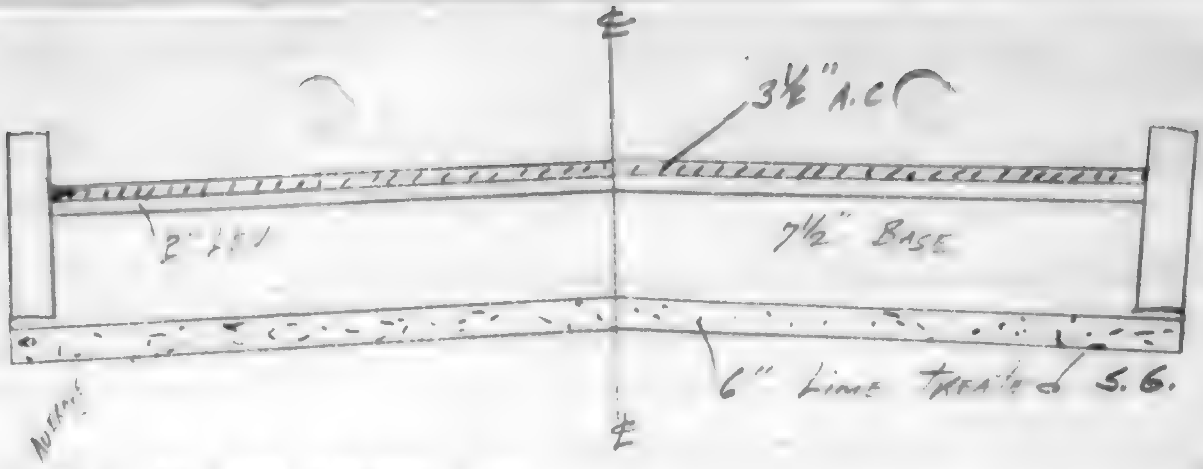
Item	Unit	Gross*	Price	Amount
Rock Excav.	C. yd.	155	5.00	775.00
Lime treat Sub. Grade, 6" deep	Sq. yd.	6,400	0.30	1,920.00
Lime	Ton	72	30.00	2,160.00
Clearing	All	All	L.S.	$ 750.00
General Excavation	c.y.	4500	1.25	5,625.00
Drainage Excavation	c.y.	95	4.00	380.00
Culvert Pipe 12"	lin. ft.	400	3.75	1,500.00
Base Material (1-1/2-0)	c.y.	1,800	3.00	5,400.00
Level Material (3/4-0)	c.y.	475	3.10	1,472.50
Asphalt	ton	1,240	7.50	9,300.00
Inlets	ea.	14	125.00	1,750.00
[redacted] 24" Conc. Pipe	Lin. [redacted] ft	110	8.50	935.00
Concrete Curbs	c.y.	70	45.00	3,150.00
Concrete Walks and Drives	sq. yd.	620	5.00	3,100.00
Watering	M/gal.	100	3.00	300.00
Remove [redacted] Curbs	Lin. [redacted] ft.	200	1.00	200.00
Adjust. [redacted] M.H.'s	ea.	7	100.00	700.00
Other Binder	ALL	ALL	L.S.	1,000.00

* Items include 10% allowance.

Total	$ 40,417.50
Engineering & Contingencies (20%)	8,083.50
TOTAL	$48,501.00
City's Estimated Share of Survey	1,211.37
TOTAL ESTIMATED COST	$49,712.37
	$50,000.00

3½"
2"
7½"
13" = 1.08'
.3 ...

Lower Grade,
Average .6'



West Linn
McKillican St.
8-7-6

Average

Gen. Exc. = $\frac{2.0 \times 46.0 \times 1200 \times 1.1}{27}$ = 4,500 c.y.

Rock Exc. = $\frac{5.0 \times 7.5 \times 100 \times 1.1}{27}$ = 153 c.y.

Dr. Exc. = $\frac{2.5 \times 2.5 \times 510}{27}$ = 95 c.y.

7½" Base = $\frac{0.625 \times 44.8 \times 1200 \times 1.43}{27}$ = 1,780 c.y.

2" Lev. = $\frac{.17 \times 44.0 \times 1200 \times 1.43}{27}$ = 475 c.y.

3½" A.C. = 103 × 12 = 1,237 Ton.

Curbs = .031 × 2200 = 68 c.y.

Conc. Walks & Drives = $\frac{5.0 \times 1010 \times 1.1}{9}$ 617 Sq. yds.

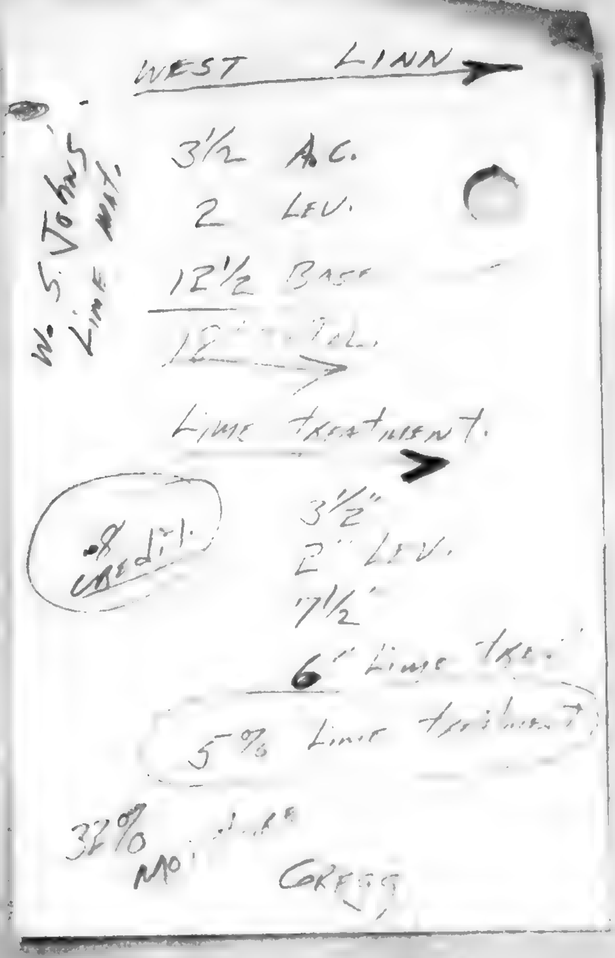
Water = .0275 × (2,255) × 1.5 = 93 M-Gal.

Binder = $4,400 × .23 = $1,000

Sq. yds. Lime treated (6" Deep) Sub grade = $\frac{44 \times 1200}{9}$ = 5,867 Sq. yds.
+10% 587
6,454

Tons of Lime = .01125 × 5,870 × 1.1 72.6 Ton

Survey Est. $2,500 $\frac{23,501}{48,501}$ × 2,500 = $1,211.37



WEST LINN

W. S. Johns
Lime Mat.

3½ A.C.
2 LEV.
12½ BASE
18" TOTAL

Lime treatment.

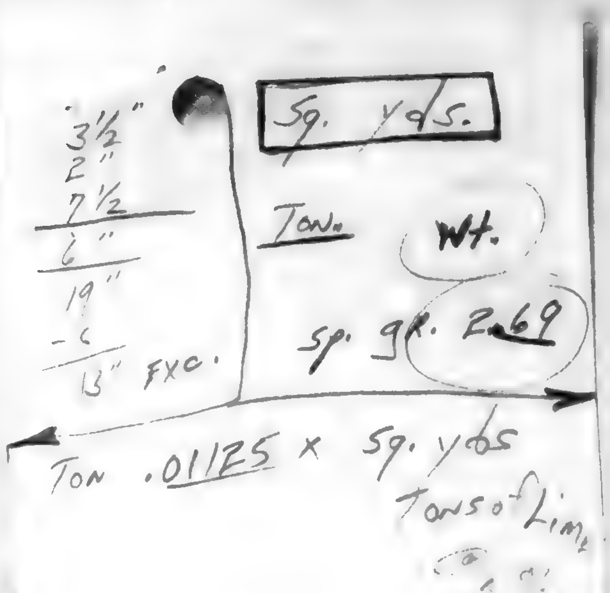
.8 Credit

3½"
2" LEV.
7½"
6" Lime Trea

5% Lime treatment

32% Moisture

GREGG



3½"
2"
7½"
6"
19"
-6
13" EXC.

Sq. yds.

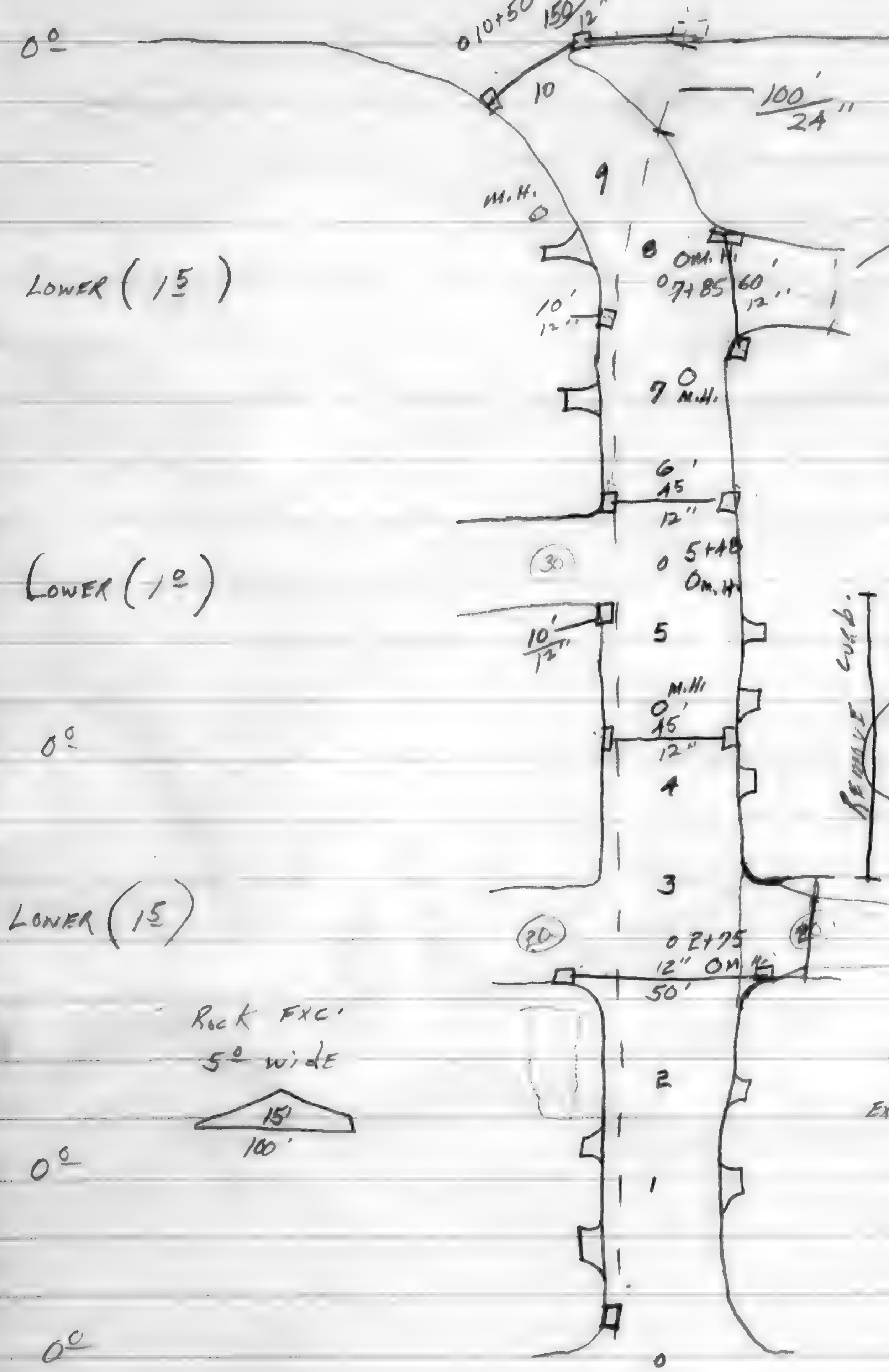
Ton. Wt.

Sp. gr. 2.69

Ton .01125 x Sq. yds

Tons of Lime

5%


0 10+50
150'/12"
10
100'/24"
9
M.H. 0
8 0 M.H.
0 7+85
60'
12"
10'
12"
Extn'd Length 75'
7 0 M.H.
6'
15
12"
0 5+48
0 M.H.
30
5
10'/12"
M.H.
0'
15
12"
4
Remove curb
280'
3
20
0 2+75
12" 0 M.H.
50'
2
1
0
0^{o}
LOWER (1^{5})
LOWER (1^{o})
0^{o}
LOWER (1^{5})
Rock Exc.
5^{o} wide
15'
100'
0^{o}
0^{o}

24" pipe	12" pipe	Inlets
100	150'	13
10	60'	1
110' ✓	55'	14 ✓
	55	
	50	
	370	
	30	
	400' ✓	

Adj. M.H.'s
6
1
7 ✓

Length 1050'

Extn. L.	75'
	30
	40
	1195
	or
	1200'

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APR 13 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF West Linn, Oregon Date April 11, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name McKillican Street
(Locate project on attached map.)

Project length 1,000 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 44 feet

Remarks ______

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes X No ___

State to furnish right-of-way descriptions? Yes X No ___

Give width of intersecting streets: 50' and 60' R.O.W.

Are intersecting streets curbed? Yes ___ No X

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: - feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ___ No X

Explain: ______

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: - feet; Width: - feet

Distance between present sidewalks: - feet

Are sidewalks to be constructed as part of project? Yes X No____

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes X No____

Are sidewalks to be constructed on both sides of street? Yes____ No X

Give: Length to be constructed	and	On which side of street
1,000 feet		N.___ S. X E.___ W.___
______ feet		N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes X No____

Is utility strip required? Yes____ No X ; Width: - feet

Remarks____

STORM SEWERS -

Now in place? Yes X No____

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 4 feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 feet

Remarks Sanitary sewer varies from 4'-8' in depth.

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2½ feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? 4

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No X

Which company? -

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

NOTED
RICHARD UNREIN

BCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes X No ___

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1, 1967

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______

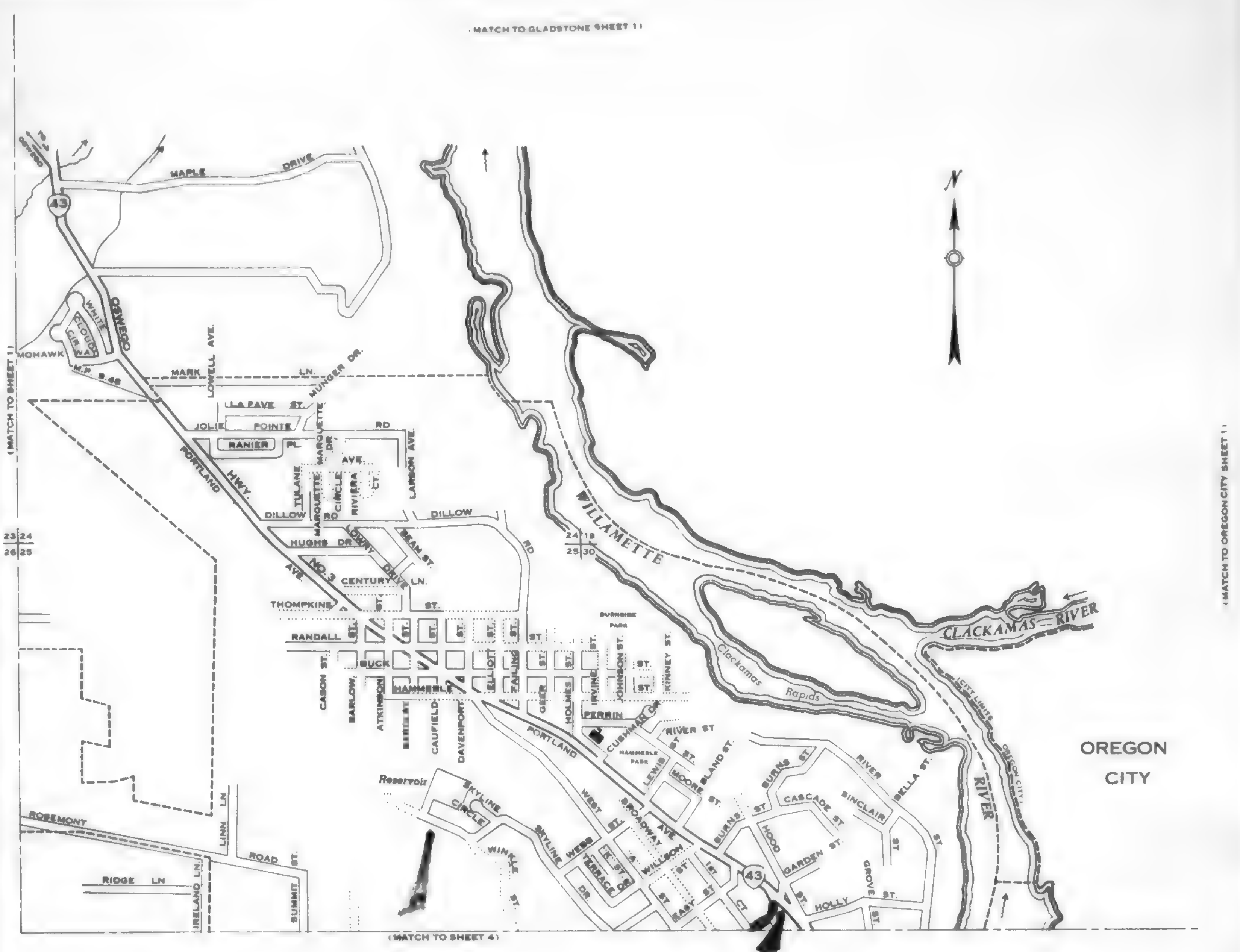
General remarks: ______

By ______ Mayor

By ______ City Recorder or City Manager

By ______ City Engineer

NOTED
RICHARD UNREIN


MATCH TO GLADSTONE SHEET 11
MAPLE DRIVE
43
OSWEGO
WHITE CLOUD CIR.
MOHAWK
M.P. 9.46
MARK LN.
LOWELL AVE.
MUNGER DR.
LA FAVE ST.
JOLIE POINTE RD
RANIER PL.
MARQUETTE
CIRCLE
RIVIERA
AVE.
CT.
LARSON AVE.
TULANE
PORTLAND HWY
DILLOW
HUGHS DR.
BEAN ST.
NO. 3
CENTURY LN.
THOMPKINS
RANDALL ST.
BUCK
HAMMERLE
CASON ST.
BARLOW
ATKINSON
BERTE ST.
CAUFIELD
DAVENPORT
ELLIOTT
TAILING
GEER
HOLMES
IRVINE
JOHNSON ST.
KINNEY ST.
BURNSIDE PARK
PERRIN
CUSHMAN DR.
HAMMERLE PARK
RIVER ST
LEWIS ST.
MOORE ST.
ELAND ST.
BURNS ST.
RIVER
BELLA ST.
CASCADE ST
SINCLAIR
HOOD
GARDEN ST.
GROVE
HOLLY ST.
Reservoir
SKYLINE CIRCLE
WINKLE
SKYLINE DR
WEBB
WEST ST.
TERRACE DR
BROADWAY
WILLSON
EASY ST
CT
ROSEMONT
RIDGE LN
ROAD
LINN LN.
IRELAND LN.
SUMMIT ST.
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
MATCH TO OREGON CITY SHEET 11
23 24
26 25
24 19
25 30
WILLAMETTE
RIVER
CLACKAMAS RIVER
Clackamas Rapids
CITY LIMITS OREGON CITY
OREGON CITY
N

Outfall for Storm Sewers

Excess Excavation.

SIGNED ROUTES

INTERSTATE (00)
U.S. (00)
ORE. (00)

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CY – Court House
A – Armory
L – Library
═ Street open for travel.
┆┆ Street dedicated but not open.
--- City Limits.

WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,380

Scale In Feet

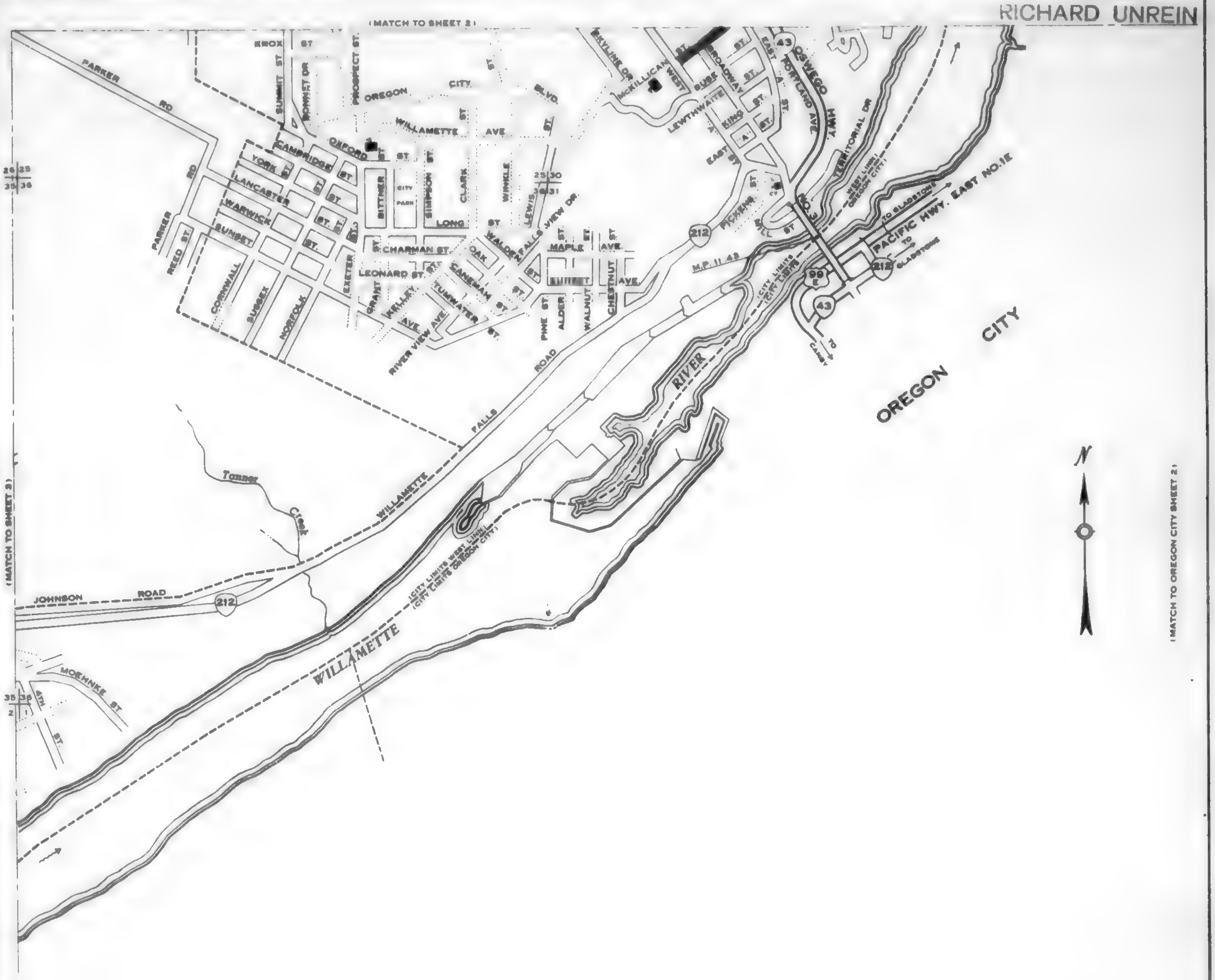
Revised August 1964

SHEET ARRANGEMENT

1	2
3	4

SHEET 2 OF 4 SHEETS

NOTED
RICHARD UNREIN


(MATCH TO SHEET 2)
KNOX ST
SUMMIT ST
BONNIE DR
PROSPECT ST.
OREGON CITY BLVD.
WILLAMETTE AVE
PARKER RD
OXFORD ST
CAMBRIDGE ST
YORK ST
LANCASTER ST
WARWICK ST
SUNSET ST
REED ST.
CORNWALL
SUSSEX
NORFOLK
EXETER ST.
BITTNER
CITY PARK
SIMPSON ST
CLARK
WINKLE
LEWIS ST
LONG ST
CHARMAN ST
LEONARD ST.
GRANT
KELLEY AVE
RIVER VIEW AVE
TUMWATER ST
CANEMAH ST
OAK
WALDEN
FALLS VIEW DR.
MAPLE AVE.
AVE.
CHESTNUT
WALNUT
ALDER
PINE ST
FALLS ROAD
26 25
35 36
25 30
36 31
SKYLINE DR
McKILLICAN ST
WEST
BUSE ST
BROADWAY
LEWTHWAITE
KING ST
EAST A ST
EAST ST
PORTLAND AVE
OSWEGO HWY
PICKENS ST
MILL ST
43
212
99 E
NO. 3
TERRITORIAL DR
WEST LINN
OREGON CITY
TO GLADSTONE
PACIFIC HWY. EAST NO. 1E
TO GLADSTONE
TO CANBY
M.P. 11.43
(CITY LIMITS WEST LINN)
(CITY LIMITS OREGON CITY)
OREGON CITY
RIVER
WILLAMETTE
WILLAMETTE
Tanner Creek
JOHNSON ROAD
MOEHNKE ST
4TH
ST
35 36
2 1
(MATCH TO SHEET 3)
(MATCH TO OREGON CITY SHEET 2)
N

SIGNED ROUTES

INTERSTATE 00
U.S. 00
ORE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
═ Street open for travel.
⋯ Street dedicated but not open.
– – – City Limits.

WEST LINN

CLACKAMAS COUNTY, OREGON
[illegible]
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,380

Scale in Feet

Revised August 1964

SHEET ARRANGEMENT

1	2
3	4

SHEET 4 OF 4 SHEETS

NOTED
RICHARD UNREIN

RESOLUTION

2-8-67

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of West Linn is an incorporated city of the State of Oregon and has a population of 4,776 as given by the latest official census; and

WHEREAS, the following streets of said city, ______________

McKillican Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
FEB 15 1967
ENGINEER
TY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

([illegible]-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of West Linn does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Richard W. Dippner as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of February, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

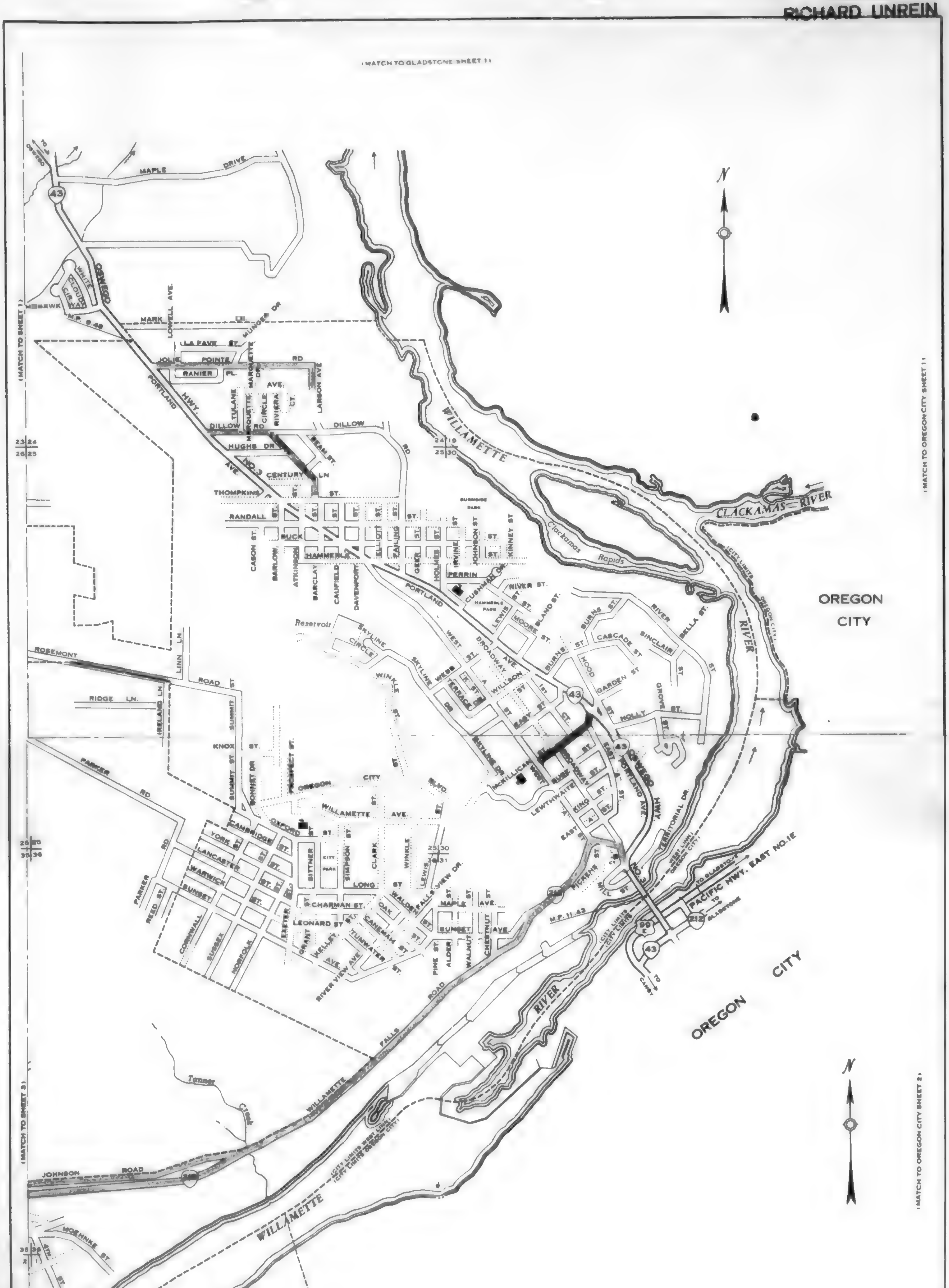
- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of West Linn at a regular or special meeting of said Council, held on the 8th day of February, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of February, 1967.

Andy Havela
City Recorder

NOTED
RICHARD UNREIN


(MATCH TO GLADSTONE SHEET 1)
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N
N
TO OSWEGO
43
MAPLE DRIVE
WHITE CLOUD CIR WAY
OSWEGO
MARK LN.
LOWELL AVE.
MUNGER DR
M.P. 9.48
LA FAVE ST.
JOLIE POINTE RD
RANIER PL.
MARQUETTE DR.
LARSON AVE
TULANE
MARQUETTE
CIRCLE
RIVIERA CT
AVE.
PORTLAND HWY. NO. 3
DILLOW RD
DILLOW RD
HUGHS DR
BEAM ST.
CENTURY LN
THOMPKINS
RANDALL ST.
BUCK
HAMMERLE
CASON ST.
BARLOW
ATKINSON
BARCLAY
CAUFIELD
DAVENPORT
ELLIOTT
FAILING
GEER
HOLMES
IRVINE ST.
JOHNSON ST.
KINNEY ST.
BURNSIDE PARK
PERRIN
CUSHMAN DR.
PORTLAND
RIVER ST.
HAMMERLE PARK
LEWIS
MOORE
ISLAND ST.
BURNS ST.
BURNS
CASCADE ST.
SINCLAIR
RIVER
BELLA ST.
HOOD
GARDEN ST.
GROVE
HOLLY ST.
BROADWAY AVE
WEST
WILLSON
Reservoir
SKYLINE CIRCLE
SKYLINE DR
WEBB
TERRACE
WINKLE
SKYLINE DR
MCKILLICAN
BUSSE
LEWTHWAITE
KING ST.
EAST
OSWEGO HWY.
PORTLAND AVE.
TERRITORIAL DR.
43
ROSEMONT ROAD
LINN LN.
RIDGE LN.
IRELAND LN.
SUMMIT ST.
KNOX ST.
SUMMIT ST
SOMMIT DR
PROSPECT ST.
OREGON CITY BLVD.
WILLAMETTE AVE.
PARKER RD
CAMBRIDGE
OXFORD
YORK
LANCASTER
WARWICK
SUNSET
PARKER
REED ST.
CORNWALL
SUSSEX
NORFOLK
EXETER
BITTNER
CITY PARK
SIMPSON ST.
CLARK
WINKLE
LEWIS
LONG ST.
CHARMAN ST.
OAK
WALDEN
FALLS VIEW DR.
MAPLE AVE.
LEONARD ST.
CANEMAH
SUNSET
CHESTNUT AVE
GRANT
KELLEY
TUMWATER
RIVER VIEW AVE
PINE ST.
ALDER
WALNUT
DICKENS
MILL ST
M.P. 11.43
FALLS ROAD
WILLAMETTE FALLS
CITY LIMITS WEST LINN
CITY LIMITS OREGON CITY
PACIFIC HWY. EAST NO. 1E
TO GLADSTONE
TO GLADSTONE
99E
212
43
TO CANBY
WILLAMETTE
RIVER
CLACKAMAS RIVER
Clackamas Rapids
RIVER
OREGON CITY
OREGON CITY
Tanner Creek
JOHNSON ROAD
205
MOEHNKE ST.
ST.
23 24
26 25
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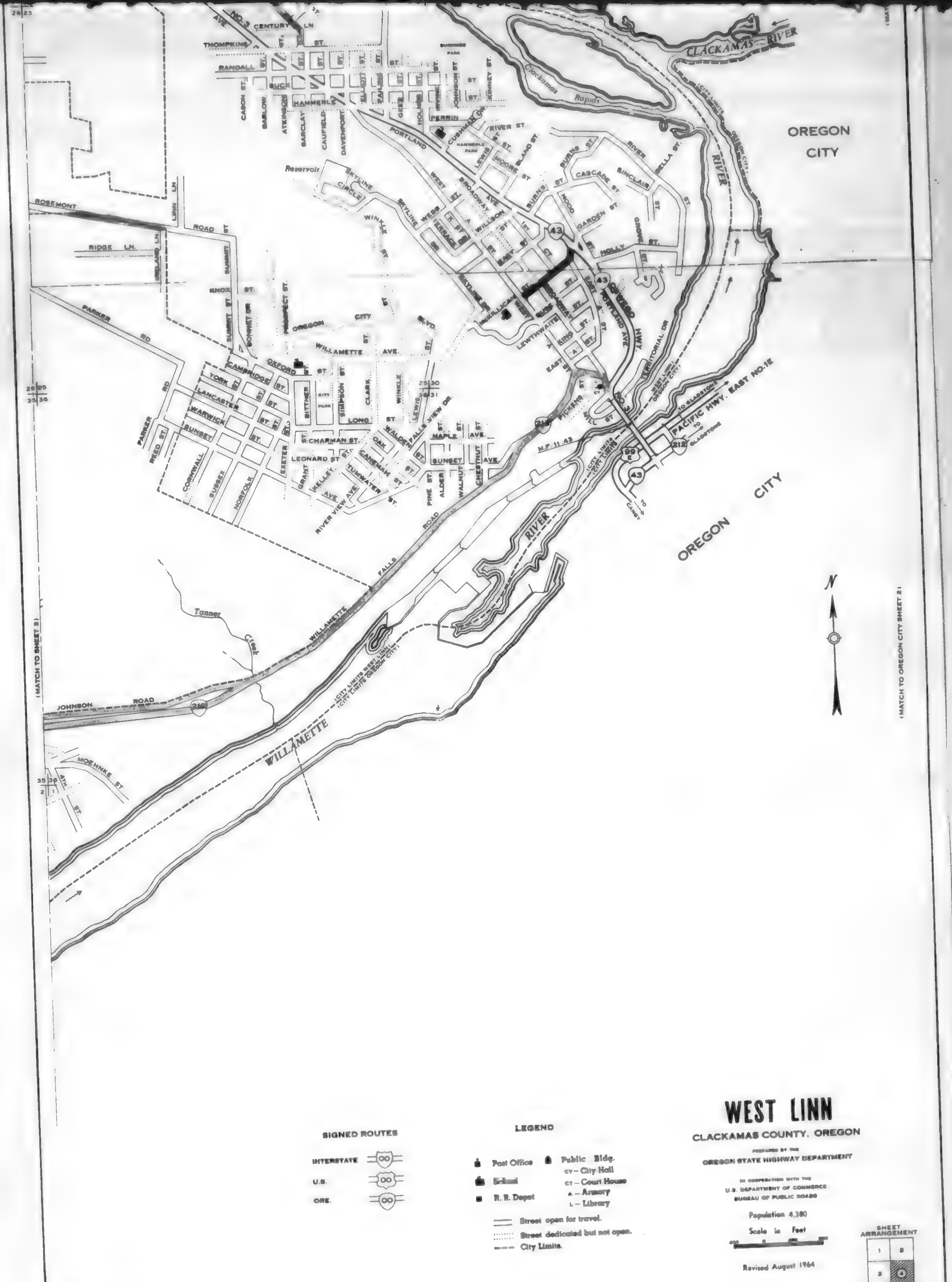

WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,380

Revised August 1964

SHEET 4 OF 4 SHEETS

SIGNED ROUTES
INTERSTATE
U.S.
ORE.
00
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Scale in Feet
400
0
400
800
SHEET ARRANGEMENT
1
2
3
4
(MATCH TO SHEET 3)
(MATCH TO OREGON CITY SHEET 2)
N
OREGON CITY
OREGON CITY
CLACKAMAS RIVER
Clackamas Rapids
RIVER
WILLAMETTE RIVER
(CITY LIMITS OREGON CITY)
(CITY LIMITS WEST LINN)
Tanner Creek
Reservoir
NO. 3 AVE.
CENTURY LN
THOMPKINS ST.
RANDALL ST.
BUCK
HAMMERLE
CASON ST.
BARLOW
ATKINSON
BARCLAY
CAUFIELD
DAVENPORT
ELLIOTT
TAYLOR
GEER
HOLMES
JOHNSON ST
KINNEY ST.
PERRIN
CUSHMAN DR.
HAMMERLE PARK
PORTLAND AVE
RIVER ST
LEWIS ST.
MOORE ST
BLAND ST.
BURNS ST.
CASCADE ST.
SINCLAIR
BELLA ST.
GARDEN ST
GROVE ST.
HOLLY ST.
WEST ST.
BROADWAY
WILLSON
SKYLINE CIRCLE
SKYLINE DR.
WEBB
TERRACE DR.
K ST
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EAST ST.
WINKLE ST
MCKILLICAN ST.
LEWTHWAITE ST.
KING ST.
A ST.
OSWEGO HWY.
PORTLAND AVE.
TERRITORIAL DR
ROSEMONT ROAD
RIDGE LN.
LINN LN
IMBLAND LN.
SUMMIT ST
KNOX ST.
SUNSET DR.
PROSPECT ST.
OREGON CITY BLVD.
WILLAMETTE AVE.
PARKER RD
OXFORD ST
CAMBRIDGE ST.
YORK ST
LANCASTER ST.
WARWICK ST.
SUNSET ST.
REED ST.
CORNWALL
SUSSEX
NORFOLK
EXETER ST.
BITTNER
CITY PARK
SIMPSON ST
CLARK
WINKLE
LEWIS
LONG ST
FALLS VIEW DR.
CHARMAN ST.
LEONARD ST
GRANT
KELLEY AVE
CANEMAH ST
TUMWATER ST.
OAK
WALDEN ST.
RIVER VIEW AVE
MAPLE AVE.
SUNSET AVE.
PINE ST.
ALDER
WALNUT
CHESTNUT
PICKENS ST
MILL ST
EAST ST
WILLAMETTE FALLS ROAD
JOHNSON ROAD
MOEHNKE ST
4TH ST.
PACIFIC HWY. EAST NO. 1E
TO GLADSTONE
M.P. 11.43
TO CANBY
43
99E
212
26|25
35|36
25|30
36|31

by Bill.

303-1717 Sandy (Hood Ave.) City Street 1968
(Grading & Paving)
#7153

C7H
3472

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98002

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-6-69	CC 1146	

CREDIT DISTRIBUTION

[illegible]-1717-[illegible]5 ($[illegible]3.05)
3[illegible]3-1437-295 $752.49

City of Sandy
PO Box 116
Sandy, Oregon 97055

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attention: Mrs. Ruth Loundree, City Recorder

Final Billing: Special City Allotment project on Hood Avenue, Contract 7153. Covered by agreement dated February 7, 1968.

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
City's advance deposit		10,965.00	
Less amount previously transferred		8,965.00	2,000.00
Per attached statement:			
Final Cost		34,254.44	
Agreed State share		25,000.00	
Agreed City share		9,254.44	
Less amount previously transferred		8,965.00	289.44
To be refunded			1,710.56

RECEIVED
MAR 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF [illegible] REQUEST

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
[illegible] HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT   Date **March 5, 1969**

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT   Program Year **1968**

Contract # **7153**   Prefix **303-1717**   Survey Prefix **303-1437**

Street **Hood Avenue**

City **Sandy**

Payments to Contractor..(See attached voucher.)	$29,167.46
Engineering and Contingencies........................	4,334.49
**Survey... Total: $ 2,965.18 Pro-rata Share......................	752.49
TOTAL.............	$34,254.44
Agreed State Share	25,000.00
Agreed City Share	$ 9,254.44
City Advance Deposit	$10,965.00
REFUND DUE CITY	**$ 1,710.56**

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDSON

Reference: Outside Billing **co-1166**

**** Construction costs over $25,000 = $ 8,501.95**
Construction costs = 33,501.95 x $2,965.18 = $752.49

**** Portion of preliminary engineering charged to project = $752.49**

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RU:mm

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY CLACKAMAS	CONTRACT NO. 7153	ESTIMATE N 3
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION SANDY /HOOD AVE/		

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
01	TEMPORARY PROTECTION AND	DIRECT OF TRAFF	LUMP SUM	500.0000	1
02	CLEARING AND GRUBBING		LUMP SUM	250.0000	1
03	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	2.5000	1,608
04	FINISHING ROADBED AND	SLOPES	LUMP SUM	400.0000	1
05	TRENCH EXCAVATION		CU YDS	3.5000	66
06	WATERING		M-GALS	3.0000	8
07	LIME TREATED SUBGRADE		SQ YDS	.3000	4,497
008	LIME FOR TREATED SUBGRADE		TONS	27.5000	48
09	3/4IN-0 MATERIAL IN BASE		CU YDS	4.2500	336
010	STONE BASE		CU YDS	4.0000	1,564
011	CLASS B ASPHALT CONCRETE		TONS	7.5000	901
012	CLASS A CONCRETE IN	STAIRWAYS	CU YDS	80.0000	
13	12-INCH REINF CONC CULV	PIPE CLASS III	LIN FT	5.5000	208
14	CONCRETE INLETS TYPE G-1		ONLY	110.0000	7
015	CONCRETE INLETS TYPE CG-1		ONLY	125.0000	2
016	ADJUSTING MANHOLES		ONLY	40.0000	2
017	CONCRETE CURBS		CU YDS	45.0000	49
18	CONCRETE DRIVEWAYS		SQ YDS	7.5000	18
019	CONCRETE WALKS		SQ YDS	5.0000	34
020	EXTRA FOR A C CONC	APPROACHES	ONLY	40.0000	6
	PRICE AGREEMENT ITEMS				
30101	8IN CONC CULVERT PIPE		L F	5.0500	38
	FORCE ACCOUNT ITEMS				
401 F	FLAGGING				
402 F	REPLACE SIGNS				

DATE 12/ 5/69	7153	TOTAL CONTRACT ITE
PREVIOUS VOUCHER NO. 14793		% RETAINED ON CONTRACT ITE
CHECKED BY: CP/md		FORCE ACCOU
ENGINEER OR AUDITOR W. J. Scofield		TOTAL PAYMEN

CONTRACT NO. 7153	ESTIMATE NO. 3 Final	PREFIX NO'S. 303-1717-201 (41) 30.25 Dr. 303-1717-204 (41) 1,517.98 Dr.
FEDERAL AID PROJECT NO.		

AVE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	500.0000	1.000	500.00	500.00	
LUMP SUM	250.0000	1.000	250.00	250.00	
CU YDS	2.5000	1,608.900	4,022.25	3,992.00	30.25
LUMP SUM	400.0000	1.000	400.00	400.00	
CU YDS	3.5000	66.960	234.36	234.36	
M-GALS	3.0000	8.500	25.50	25.50	
SQ YDS	.3000	4,497.700	1,349.31	1,349.31	
TONS	27.5000	48.650	1,337.88	1,337.88	
CU YDS	4.2500	336.000	1,428.00	1,428.00	
CU YDS	4.0000	1,564.000	6,256.00	6,256.00	
TONS	7.5000	901.030	6,757.73	6,757.73	
CU YDS	80.0000	.800	64.00	64.00	
LIN FT	5.5000	208.500	1,146.75	1,146.75	
ONLY	110.0000	7.000	770.00	770.00	
ONLY	125.0000	2.000	250.00	250.00	
ONLY	40.0000	2.000	80.00	80.00	
CU YDS	45.0000	49.750	2,238.75	2,238.75	
SQ YDS	7.5000	189.280	1,419.60	1,419.60	
SQ YDS	5.0000	34.490	172.45	172.45	
ONLY	40.0000	6.000	240.00	240.00	
L F	5.0500	38.500	194.43	194.43	
			9.62	9.62	
			20.83	20.83	
TOTAL CONTRACT ITEMS			29,137.01	29,106.76	30.25
% RETAINED ON CONTRACT ITEMS				1,517.98	1,517.98
FORCE ACCOUNT			30.45	30.45	
TOTAL PAYMENTS			29,167.46	27,619.23	1,548.23

RECEIVED
DEC 12 1968

FOR FILING

303-1717

7153

December 12, 1968

General Insurance Company
of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7153 awarded to Oregon Asphaltic Paving Company for grading and paving Reed Avenue in the City of Sandy in Clackamas County was completed on October 1, 1968, and accepted by the Highway Commission on December 11, 1968.

Final payment in the amount of $1,548.23 will be released to the contractor after December 19, 1968. The total contract amount is $29,167.46 including $30.45 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland, Oregon 97233

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
DEC 11 1968
FOR FILING

303-1717

7153

C

December 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 1, 1968, on Contract No. 7153. The contract was with Oregon Asphaltic Paving Company and was for grading and paving on the Sandy (Hood Avenue) Section in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 11, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

THE CITY OF **Sandy**
INCORPORATED 1913

Gateway to the Mount Hood Playground
SANDY, OREGON

OFFICE OF
CITY RECORDER
RUTH LOUNDREE

NOTED
H. S. COX

November 21, 1968

Oregon State Highway
406 State Highway Building
Salem, Oregon 97310

Gentlemen:

By direction of Mayor Harold L. Edes, this letter will verify acceptance by the City of Sandy of that portion of Hood Street recently completed by the Oregon State Highway Department under city allotments for road improvements.

We would like to extend our appreciation of this street improvement and the fine cooperation received from all those working on the project.

Sincerely,
Ruth Loundree
Ruth Loundree,
City Recorder

copies to: L.W. Rulien
W.J. Scofield
F.D. Morgan

RECEIVED
NOV 22 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96943

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-12-68	CC 1153		303-1717-295

City of Sandy
PO Box 116
Sandy, Oregon 97055

NOTED
R. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Ruth Loundree, City Recorder			
City's advance deposit			10,965.00
Partial transfer of the advance deposit for Special City Allotment project on Hood Avenue, Contract 7153. Covered by agreement dated February 7, 1968.			8,965.00
To be retained			2,000.00

ACKNOWLEDG [illegible] REQUEST

Cash Rece [illegible]

By ____________

RECEIVED
NOV 13 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

303-1717
7153

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sandy (Hood Ave.)

WEEK ENDING: Oct. 19, 1968.

SECTION PREFIX: 303-1717

HIGHWAY: City Street

COUNTY: Clackamas

NAME OF JOB: Sandy (Hood Ave.)

KIND OF WORK: Grade & Pave.

-

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 7153

FEDERAL AID PROJECT NUMBER: -

DATE OF CONTRACT: Aug. 9, 1968.

DATE WORK STARTED: Sept. 3, 1968.

ESTIMATED COMPLETION DATE: Oct. 1, 1968.

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: None SUPERVISION -

SPECIFIED WORK DAYS -

SPECIFIED CALENDAR DAYS 40

SPECIFIED COMPLETION DATE -

WORK DAYS USED -

CALENDAR DAYS USED 40

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION $ 35,047.87

EXCLUSIVE OF ENGINEERING $ 31,986.92

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 29,120.00

ESTIMATED PERCENT UNDERRUN 9 %

ENGINEERING AUTHORIZATION $ 3,060.95

ENGINEERING COST TO DATE $ 3,300.00

PERCENT OF AUTHORIZATION 108 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91

DATE PROJECT WAS COMPLETED: Oct. 1, 1968.

* Semi-final estimate submitted Oct. 18.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1720	1750			900
TOTAL QUANTITIES CORRECTED TO DATE	1597	1900			901
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1597	1900			901
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	None.							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on Oct. 1, 1968, the last of the allotted 40 days to complete the project.

Work was carried on most of the week on the semi-final estimate, which is ready to submit to the Division office today, Friday, Oct. 18, 1968.

Final Report.

SIGNED ____________ LOCATION Div. I. Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 25 1968

FOR FILING

303-17117
71

August 12, 1968

AGENDA
AUG 20 1968

3h

Oregon Asphaltic Paving Co.
1220 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading and paving on Hood Avenue in the city of Sandy in Clackamas County for the sum of $30,359.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Sandy is received and the sum of $10,965.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7153. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
Willard Scofield
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

SCA

THE CITY OF **Sandy**
INCORPORATED 1913
Gateway to the Mount Hood Playground
SANDY, OREGON

OFFICE OF
CITY RECORDER
RUTH LOUNDREE

August 2, 1968

Oregon State Highway Commission
Salem, Oregon 97055

Gentlemen:

This is to acknowledge receipt of your letter of August 1, 1968 regarding the Hood Avenue Improvement Project and apparent low bidder for the work.

Enclosed is City Warrant # 8301 in the amount of $10,965.00 as the City's share of this project.

Recorded deeds as requested by your office are being mailed under separate cover.

Thank you for the prompt notification of the bid opening.

Sincerely,
Ruth Loundree
Ruth Loundree,
City Recorder

RECEIVED
AUG 5 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
[illegible] HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
  Pendleton
Thaddeus Bruno, Member
  Portland

August 1, 1968

Mrs. Ruth Loundree
City Recorder
P.O. Box 116
Sandy, Oregon   97055

Dear Mrs. Loundree:

On August 1, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Reed Avenue in Sandy. The apparent low bid was submitted by Oregon Asphaltic Paving Company of Portland. The anticipated cost based on the bid is as follows:

Contractor's bid		$30,359.50
Anticipated additional items		250.00
	Total	30,609.50
Engineering & contingencies (14-1/2%)		4,438.38
	Total	35,047.88
Estimated portion of preliminary engineering charged to project		917.41
	TOTAL ANTICIPATED COST	$35,965.29

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check or warrant to this office in the amount of $10,965 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

RU /

Richard Unrein
Field Engineer

NOTED
P. B. Arensmeier

RU:sb
bc L. H. Young
   L. W. Rulien

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SANDY (HOOD AVENUE) SECTION

CITY STREET

CLACKAMAS COUNTY

State Project
0.17 mi. Grading and Paving

Bids Received August 1, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 400.00
2.	All Specified	Clearing and Grubbing		500.00
3.	1,720 cu.yd.	General Excavation, Unclass.	$ 1.50	2,580.00
4.	All Specified	Finishing Roadbed and Slopes		250.00
5.	100 cu.yd.	Trench Excavation	4.00	400.00
6.	44 M-gal.	Watering	4.00	176.00
7.	4,800 sq.yd.	Lime Treated Subgrade	0.30	1,440.00
8.	54 ton	Lime for Treated Subgrade	30.00	1,620.00
9.	350 cu.yd.	3/4" - 0 Material in Base	4.75	1,662.50
10.	1,400 cu.yd.	Stone Base	4.50	6,300.00
11.	900 ton	Class "B" Asphalt Concrete	10.00	9,000.00
12.	2 cu.yd.	Class "A" Concrete in Stairways	100.00	200.00
13.	250 lin.ft.	12-inch Reinf. Conc. Culv. Pipe, Class III	3.75	937.50
14.	4 only	Concrete Inlets, Type G-1	130.00	520.00
15.	7 only	Concrete Inlets, Type CG-1	130.00	910.00
16.	2 only	Adjusting Manholes	75.00	150.00
17.	60 cu.yd.	Concrete Curbs	40.00	2,400.00
18.	250 sq.yd.	Concrete Driveways	5.50	1,375.00
19.	8 sq.yd.	Concrete Walks	4.75	38.00
20.	3 only	Extra for A.C. Conc. Approaches	40.00	120.00
			For Comparison of Bids	$30,979.00

ESTIMATED CONSTRUCTION AUTHORIZATION

2% under Est.

Estimated Contract Amount		$30,979.00	30,359.50
Anticipated Additional Items:			
Flagging	$100.00		
Signing (Perm.)	150.00	250.00	250.00
		$31,229.00	30,609.50
Engr. & Cont. (14½%)		4,528.21	4,438.38
Estimated Net Authorization, Constr.		$35,757.21	35,047.88
		P.F.	917.41
			$35,965.29
			- 25,000.00
			$10,965.29
			or
			$10,965

$\frac{10,047.88}{35,047.88} \times \$3,200 = 917.41$

NOTED
H. S. COX

6-19-68

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

SUBJECT: Right-of-way
1968 Special City Allotment Project
Hood Avenue
City of Sandy

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Sandy, Oregon, this 19th day of June, 1968.

SANDY CITY COUNCIL

By Harold L. Edis
Mayor

By Ruth Lowndes
Recorder

copies to: F.D. Morgan
L.W. Rukien
W.J. Scofield

RECEIVED
JUN 20 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SCA

FORM 2-30 (12-67)

RECEIVED
JUN - 4 1968
ENGINEER
COUNTY & CITY DIVISION
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1968

SUBJECT: OPTIONS
Sandy (Hood ~~River~~ St.) Section
City Street
Clackamas County

To: Mr. H. S. Cox
County-City Relations Engr.
BUILDING

Attached you will find 2 revised and 1 original option forms in quadruplet covering right of way to be acquired in connection with Sandy (Hood River) Section of a City Street in Clackamas County.

File 42568-Q was formerly a part of file 42568-D.
File 42568-J has been revised to correct the title reference.

We are attaching three prints of a section of map number 1R-3-1439 covering this area and bearing our date of May 24, 1968.

File No.	Name	Area
42568-D	Alex Dean Gray	310 sq. ft.
42568-J	Henry Koch, et ux	250 " "
42568-Q	Richard D. Steffl, et ux	520 " "

Earl F Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 3 Options-3 Prints

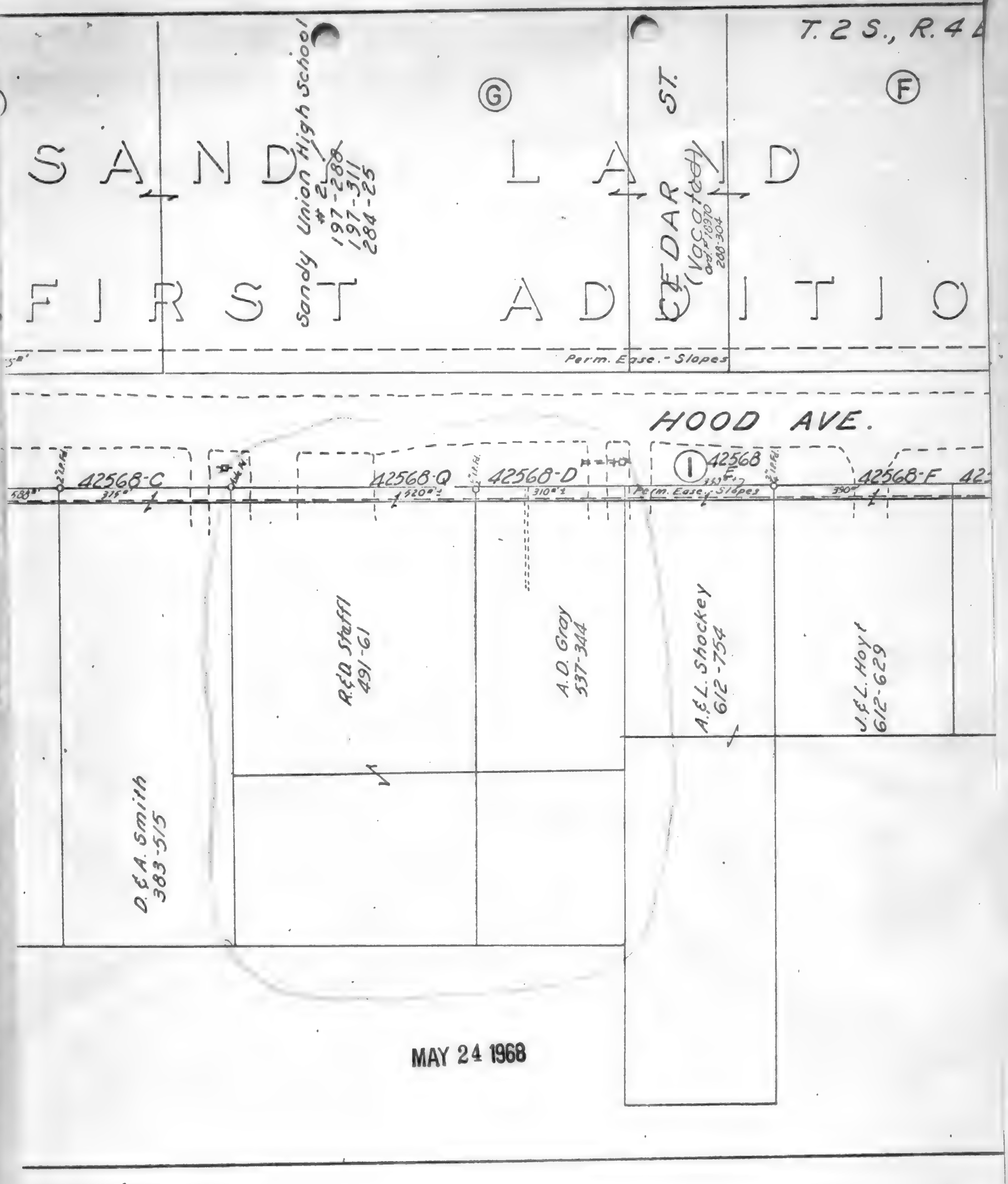
cc: L. W. Rulien-1 Print
John K. Scott-1 Print

NOTED
MAINOR C. HOLMES

Hand carried to City JUNE 4, 1968

NOTED
RICHARD UNREIN

NOTED
DON HARWELL


T. 2 S., R. 4 E
G
F
SANDY LAND FIRST ADDITION
Sandy Union High School #2
197-288
197-311
284-25
CEDAR ST.
(Vacated)
ord. #1870
208-304
Perm. Ease. - Slopes
HOOD AVE.
42568-C
588
375
42568-Q
520
42568-D
310
1
42568 E
42568-F
390
Perm. Ease. - Slopes
D. & A. Smith
383-515
R. & D. Staffl
491-61
A. D. Gray
537-344
A. & L. Shockey
612-754
J. & L. Hoyt
612-629

MAY 24 1968

File No. 42568-D

REAL ESTATE OPTION

Grantor Alex Dean Gray Mail Address

Agent

Section Sandy (Hood ~~River~~ St) County Road City Street

Purpose Easement Desc. Checked by JS 5-21-68 1R-3-1439

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in the SW¼NW¼ of Section 13, Township 2 South, Range 4 East, W.M., Clackamas County, Oregon; the said parcel being that portion of said SW¼NW¼ lying West of a line which is parallel to and 264.1 feet West of the West line of Block A, SANDY, Clackamas County, Oregon; East of that property described in that deed to Donald Ross Smith and Ann Marie Smith, recorded in Book 383, Page 515 of Clackamas County Record of Deeds; South of the South line of Hood Avenue and North of a line which is parallel to and 5 feet South of said South line.

EXCEPT therefrom that property described in that deed to Richard D. Steffl and Dolores M. Steffl, recorded in Book 491, Page 61 of Clackamas County Record of Deeds.

The parcel of land to which this description applies contains 310 square feet, more or less.

jb

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of Sandy. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42568-J

REAL ESTATE OPTION

Grantor Henry and Laurie Koch **Mail Address**

Agent

Section Sandy (Hood River) **County Road** City Street

Purpose Easement **Desc. Checked by** JS 5-21-68 1R-3-1439

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block A, SANDY, Clackamas County, Oregon, and being a portion of that property described in that certain deed to Henry Koch and Laurie Koch recorded in Book 678, Page 409 of Clackamas County Record of Deeds; the said parcel being that portion of said property lying North of a line which is parallel to and 5 feet South of the North line of said property.

The parcel of land to which this description applies contains 250 square feet.

jb

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of Sandy. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 42568-Q

REAL ESTATE OPTION

Grantor Richard D. and Dolores M. Steffl **Mail Address**

Agent

Section Sandy (Hood River) **County Road** City Street

Purpose Easement **Desc. Checked by** HRS 5-24-68 1R-3-1439

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clackamas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in the SW¼NW¼ of Section 13, Township 2 South, Range 4 East, W.M., Clackamas County, Oregon, and being a portion of that property described in that certain deed to Richard D. Steffl and Dolores M. Steffl, recorded in Book 491, Page 61 of Clackamas County Record of Deeds; the said parcel being that portion of said property lying North of a line which is parallel to and 5 feet South of the North line of said property.

The parcel of land to which this description applies contains 520 square feet.

jb

NOTE: Regardless of statements herein to the contrary, this option is in the name of and for the City of Sandy. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

Dick Unrein

Sandy (Hood Ave.)
Clackamas County

Johnson 4-19.

5-27-68

Temporary Protection & Direction of Traffic	All Specified		400 -
Clearing and Grubbing	All Specified		500.00
General Excavation, Unclassified	1720 cu. yds	1.50	2580 -
Finishing Roadbed and Slopes	All Specified		250.00
Trench Excavation	~~120~~ 100 cu. yd	4.00	400 -
Watering	44 M-Gals	4.00	176 -
Lime Treated Subgrade	4800 Sq. yds	.30	1440 -
Lime for Treated Subgrade	54 tons	30.00	1620 -
3/4"-0 Material in Base	350 cu. yd	4.75	1662.50
Stone Base	1400 cu. yd	4.50	6300. -
Class "B" Asphalt Concrete	900 ton	10.00	9000 -
Class "A" Concrete in Stairways	2 cu. yd	100.00	200 -
12-inch Reinf. Conc. Culv. Pipe, Class III	~~300~~ 250 lin. ft	3.75	937.50
Concrete Inlets, Type G-1	4 only	130.00	520. -
" " " CG-1	7. only	130.00	910 -
Adjusting Manholes.	2 only	75.00	150 -
Concrete Curbs	60 cu. yds	40.00	2400 -
" Driveways	250 sq. yds	5.50	1375 -
" Walks	8 sq. yds	4.75	38 -
Extra for A.C. Conc. Approaches	3 only	40.00	120 -
			30976 -
	Anticipated		250 -
			31,229 -
	E & C 14 1/2		4528.21
			$35,757.21
	Est. City share P.E.		902.52
	TOTAL		$36,659.73

Flagging	100 -
Perm. Signing	150 -

$2,840.97 Expended on P.E. through April
$3,000 expected

$\frac{10,757.21}{35,757.21} \times \$3,000 = \$\underline{902.52}$

NOTED
H. S. COX

City made [illegible] of this June 4, 1968.

NOTED
RICHARD UNREIN

RECEIVED
MAY 27 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SCA - 6

NOTED
H. S. COX

668 [illegible]

April 24, 1968

Mrs. Ruth Loundree
City Recorder
P. O. Box 116
Sandy, Oregon 97055

Dear Mrs. Loundree:

Enclosed are sixteen option forms in triplicate covering right-of-way and slope easements to be acquired in connection with the 1968 Special City Allotment project on Hood Avenue in Sandy.

These options are for your use in acquiring the right-of-way and easements. After the options have been properly executed, they should be presented to your city attorney who should, in turn, prepare deeds and easements and have them recorded with Clackamas County. When you have secured the right-of-way and easements, please execute the two enclosed right-of-way clearance certificates and forward one copy to this office.

This project is presently scheduled for our July 25, 1968, bid opening and is estimated to cost approximately $36,240. (Please keep this figure confidential.) In order to comply with the July 25 date, the right-of-way for this project must be secured five weeks prior to opening of the bids - i.e., by June 20, 1968.

To fulfill our requirements under ORS 209.250, we would appreciate receiving copies of all recorded deeds and easements that the City of Sandy acquires in connection with this project.

We are enclosing two prints of Map No. 1R-3-1439 covering this project. If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

bc: L. V. Rulien
J. K. Scott
E. F. Saling
F. D. Morgan
W. J. Scofield

RU:mm
Enclosures

5-16-68
Called City RE: options as per
Request from Scofield.

NOTED
DON HARWELL

5CA

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 22, 1968

Salem, Oregon

RECEIVE
APR 23 1968
ENGINEER
COUNTY & CITY DIVISION

SUBJECT:

To:

H. S. Cox
County & City Engineer
BUILDING

File 42568 A-P
Sandy (Hood Avenue) Section
City Street

Attached you will find 16 descriptions in quadruplet covering right of way and easements to be acquired in connection with Sandy (Hood Avenue) Section of a City Street in Clackamas County. This contract is scheduled for letting on June 6, 1968.

Enclosed for your information are copies of the authorization list and Mr. Barbee's letter of April 17, 1968.

We are attaching three prints of map number 1 R-3-1439 covering this area and bearing our date of April 17, 1968.

File No.	Names	Area
42568-A	Rudolf Lange et ux	50 sq. ft. P-1 588 sq. ft. P-2
42568-B	Sandy Union Highway School No. 2	50 sq. ft. P-1 6,075 sq. ft. P-2
42568-C	Donald Ross and Ann Marie Smith	375 sq. ft.
42568-D	Alex Dean Gray	830 sq. ft.
42568-E	Alice P. Shockey and Linda L. Shockey	330 sq. ft.
42568-F	John H. Hoyt et ux	390 sq. ft.
42568-G	Mabel C. Baers	275 sq. ft.
42568-H	Kenneth W. Sliger et ux	325 sq. ft.
42568-I	Donald E. Deming et ux	408 sq. ft.

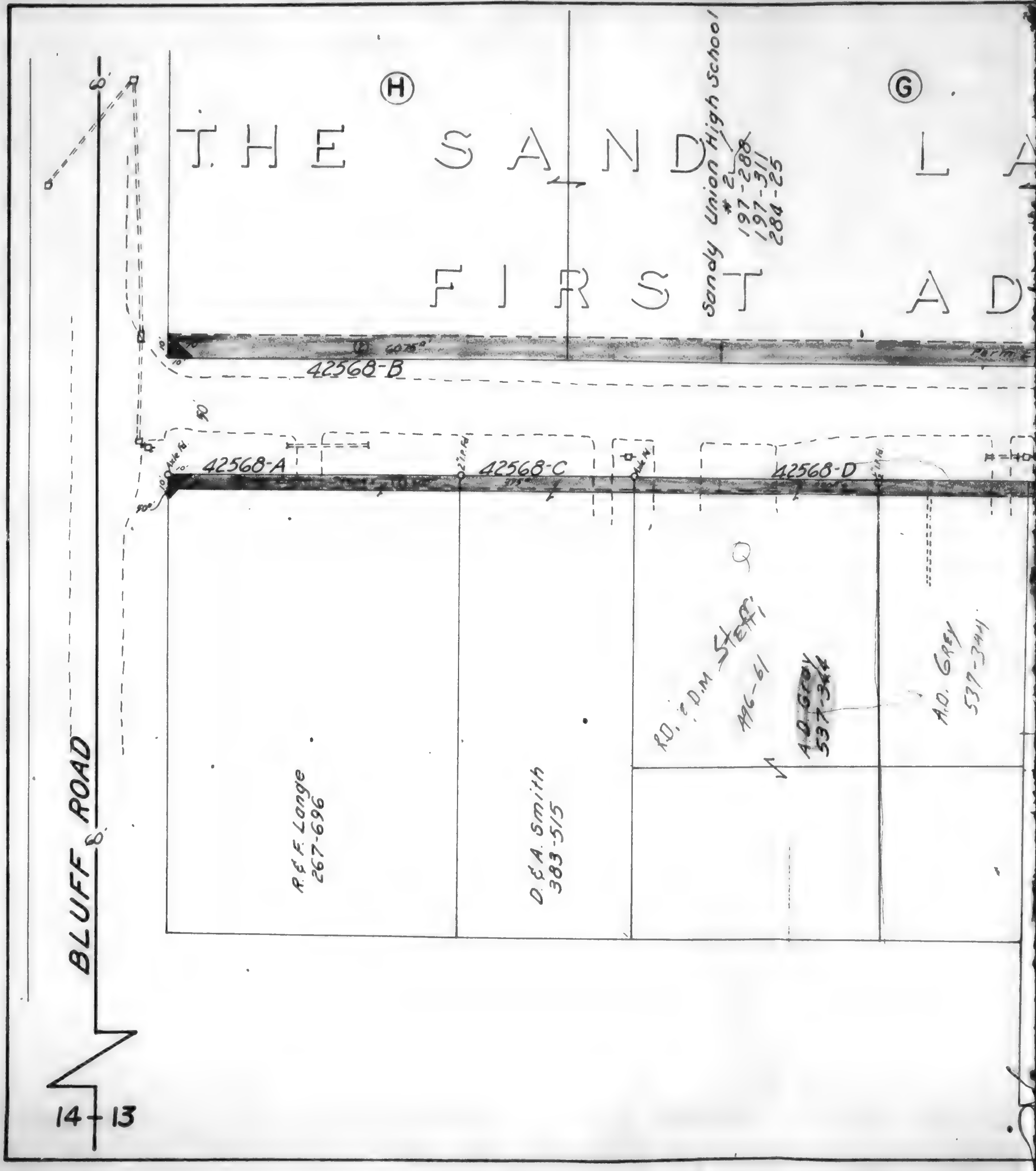
NOTED
RICHARD UNREIN

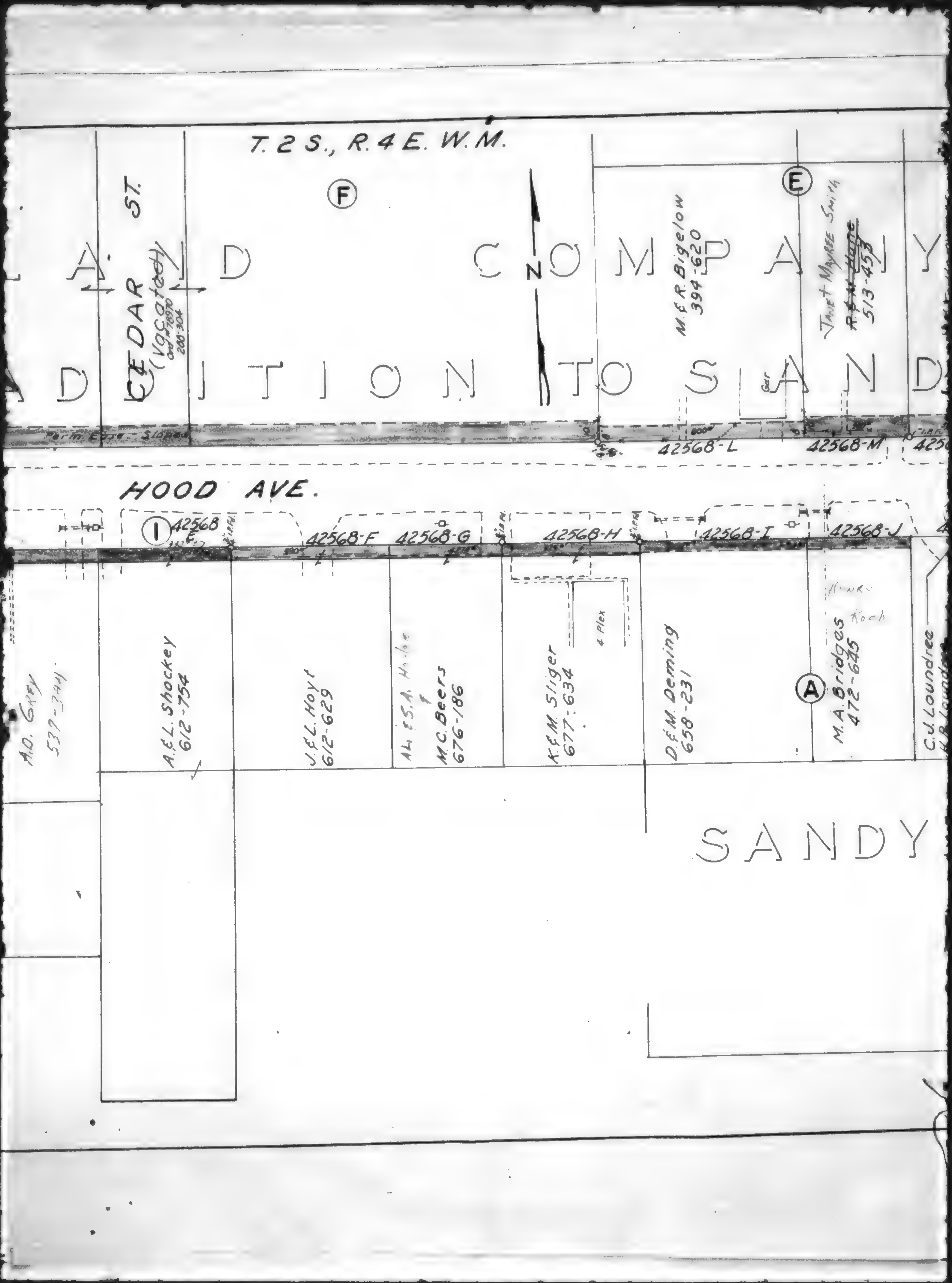
NOTED
DON HARWELL

File No.	Names	Area
42568-J	Margaret A. Bridges	250 sq. ft.
42568-K	Helen R. and Carl Junior Loundree	50 sq. ft.
42568-L	→Murray R. Bigelow et ux	800 sq. ft.
42568-M	Richard Alfred Hane et ux	500 sq. ft.
42568-N	Fred Hemmers et ux	50 sq. ft. P-1 450 sq. ft. P-2
42568-O	Walter E. Hoffman et ux	50 sq. ft.
42568-P	Lewis H. Hall and Arleigh R. Hall	50 sq. ft.

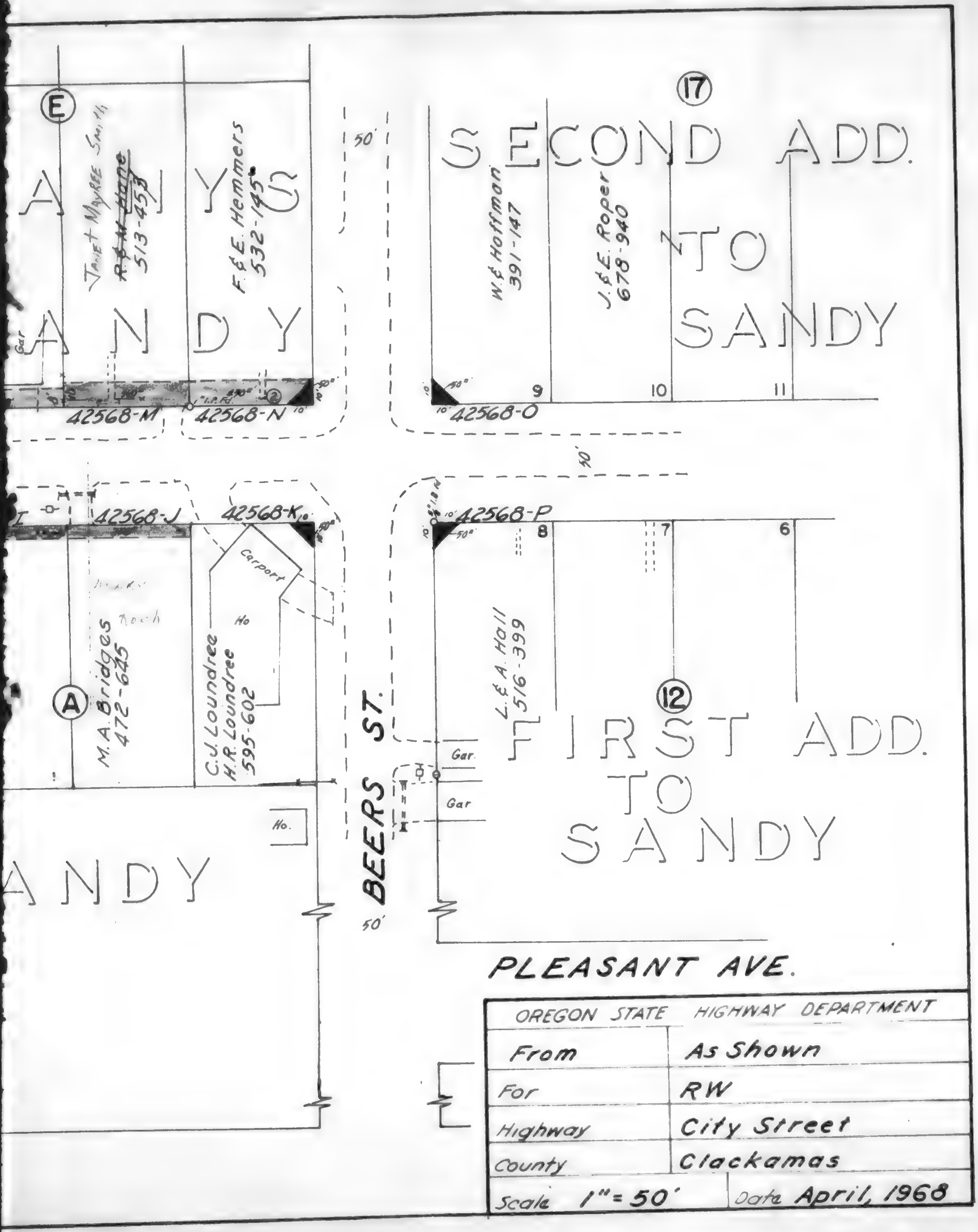
Earl F. Saling
Earl F. Saling
Right of Way Office Manager

AC/ag
Enc. 16 descriptions,
auth., and 3 prints , copy of letter
cc: L. W. Rulien - 1 print
John K. Scott


H
G
THE SAND
L A
FIRST
A D
Sandy Union High School
#2
197-288
197-311
284-25
42568-B
Perm E
42568-A
42568-C
42568-D
Q
R.D. & D.M Steffi
A96-61
A.D. Grey
537-344
A.D. Grey
537-344
R.E.F. Lange
267-696
D.E.A. Smith
383-515
BLUFF ROAD
14
13


T. 2 S., R. 4 E. W. M.
F
E
N
LAND COMPANY
ADDITION TO SANDY
CEDAR ST.
(Vacated)
ord #7870
200-304
M. & R. Bigelow
394-620
Janet + Mayree Smith
~~R. & H. Hone~~
513-453
Gar
Perm. Esmt. Sloped
600
42568-L
42568-M
4256
HOOD AVE.
42568
E
42568-F
42568-G
42568-H
42568-I
42568-J
I.P.
A.D. Grey
537-344
A. & L. Shockey
612-754
J. & L. Hoyt
612-629
AL. & S.A. Hohe
&
M.C. Beers
676-186
K. & M. Sliger
677-634
4 Plex
D. & M. Deming
658-231
A
Henry
Koch
M.A. Bridges
472-645
C.J. Loundree
H.B. Loundree
SANDY

1R-3-1439



17
SECOND ADD. TO SANDY
E
Janet Mayree Smith
~~R.&M. Hane~~
513-453
F.&E. Hemmers
532-145
W.& Hoffman
391-147
J.&E. Roper
678-940
50'
9
10
11
42568-M
42568-N
42568-O
42568-J
42568-K
42568-P
8
7
6
Carport
Ho
M.A. Bridges
472-645
A
C.J. Loundree
H.R. Loundree
595-602
L.&A. Hall
516-399
12
FIRST ADD. TO SANDY
Gar.
Gar
Ho.
BEERS ST.
50'
ANDY
PLEASANT AVE.

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	City Street
County	Clackamas
Scale 1" = 50'	Date April, 1968

APR 17 1968

NARRATIVE REPORT

Sandy (Hood Ave.) City Street Project Location Survey
W. J. Scofield, Resident Eng'r March 8, 1968

Purpose of Survey

This survey was made for the purpose of obtaining data to prepare plans, specifications and an estimate of cost for a grading and paving project on Hood Avenue in the City of Sandy.

The west end of the project is the junction of Hood Avenue with Bluff Road in Sandy. The east end of the project is the approximate intersection of Hood Avenue with the east line of Beers Street. The length of the project is 0.17 miles. The street runs east and west and is on tangent alignment.

At the request of the City, the centerline for construction was shifted 2 feet north of the right of way centerline to allow additional clearance for future sidewalks on the south side where there are more houses.

Typical Section and Design

The typical section will be 40 feet in width curb to curb. The base design is 3 1/2" asphaltic concrete, 2" of 3/4"-0 leveling course, and 8" of coarse base. The subgrade will be 5 percent lime treated to a depth of 6". A 4 1/2' grade will be provided on the south side of the street for a future concrete walk. The City has requested that concrete driveways from the curb to the right of way line be included in the project. Inasmuch as there is more buildup on the south side of the street, the grade was laid to match the frontages and existing paved driveways on the south side. A 2 to 3 foot fill will be required on the north side of the street which will require some concrete steps to meet three sidewalks to houses.

Drainage

At a preliminary meeting in the Sandy City Hall on January 17, 1968, City Engineer Boatwright stated that the City would install the main trunk 12" storm sewer to provide drainage of Hood Avenue and the street intersections. This work will be done prior to contracting this project. The inlets and cross culverts will be included in the subject project.

Earthwork

There will be approximately 1,200 cubic yards of excess excavation. The City has indicated that they have no desire to specify the area of disposal of this excess material; therefore, it will become the property of the contractor to haul away.

NOTED
RICHARD UNREIN

Right of Way

Hood Avenue has a 50-foot right of way. The planned typical section will require additional right of way. The City, at the January 17 meeting, expressed a preference to acquire slope easements rather than title to additional right of way. An exception is the street corners where small triangular parcels are required for curb return encroachment.

Provision for Traffic

The section can be barricaded to traffic during working hours with access provision only for residents living within the project limits.

Utilities Affected

The City has an 8-inch water main that must be lowered on the west 150 feet of the project. They will also be required to adjust meters, valves and service pipes.

The City sanitary sewer will not require adjustment due to the ample depth of the pipe; however, some unknown service pipes may require lowering.

Portland General Electric Company will have about six poles to relocate back of the new curb lines.

Northwest Natural Gas Company will also have some adjustment to make to their facilities.

The approximate cost of the project will be $34,400.00.

ESTIMATE SUMMARY

Hood Avenue - Sandy City Street
Sandy   Clackamas County

Length of Project: 0.17 Miles

	Item	Unit	Quantity	Allowance	Total	Unit Price	Amount
1.	Clearing & Grubbing	All Spec.	All Spec.		All Spec.		500.00
2.	General Exc. Uncl.	Cu. Yd.	1,566	134	1,700	1.50	2,550.00
3.	Finishing Roadbed & Slopes	All Spec.	All Spec.		All Spec.		250.00
4.	Trench Excavation	Cu. Yd.	70	7	77	4.00	308.00
5.	Watering	M-Gal.	40	5	45	4.00	180.00
6.	Lime Treated Subgrade	Sq. Yd.	4,321	179	4,500	0.30	1,350.00
7.	Lime for Treated Subgrade	Ton	54	6	60	30.00	1,800.00
8.	3/4"-0 Stone Leveling Course	Cu. Yd.	300	30	330	4.50	1,485.00
9.	Coarse Crushed Base	Cu. Yd.	1,207	123	1,330	4.25	5,652.50
10.	Class "B" Asph. Conc.	Ton	795	40	835	10.00	8,350.00
11.	12" Conc. Sewer Pipe	Lin. Ft.	200	20	220	3.75	825.00
12.	Conc. Inlets, Type G-1	Each	9	1	10	130.00	1,300.00
13.	Adjusting Manholes	Each	2		2	75.00	150.00
14.	Conc. Curbs, Type "C"	Cu. Yd.	53	7	60	40.00	2,400.00
15.	Conc. Driveways	Sq. Yd.	185	20	205	5.50	1,127.50
16.	Conc. Sidewalks	Sq. Yd.	5	1	6	4.75	28.50
17.	Conc. Steps	Cu. Yd.	1.3	0.7	2	100.00	200.00
	Subtotal Grading & Paving						28,456.50
	Extra Work: Flagging						200.00
	Subtotal						28,656.50
	20% Engr. & Contin.						5,733.50
	Total						34,390.00

437.00

II 34,827.00

[illegible]

43

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section HOOD STREET Highway City of Sandy County Clackamas Prefix 30[illegible]-1437

Res. Engr. W. J. Scofield Approx. Length 0.18 Miles. Sta. ____ to Sta. ____ Date 3-6-68

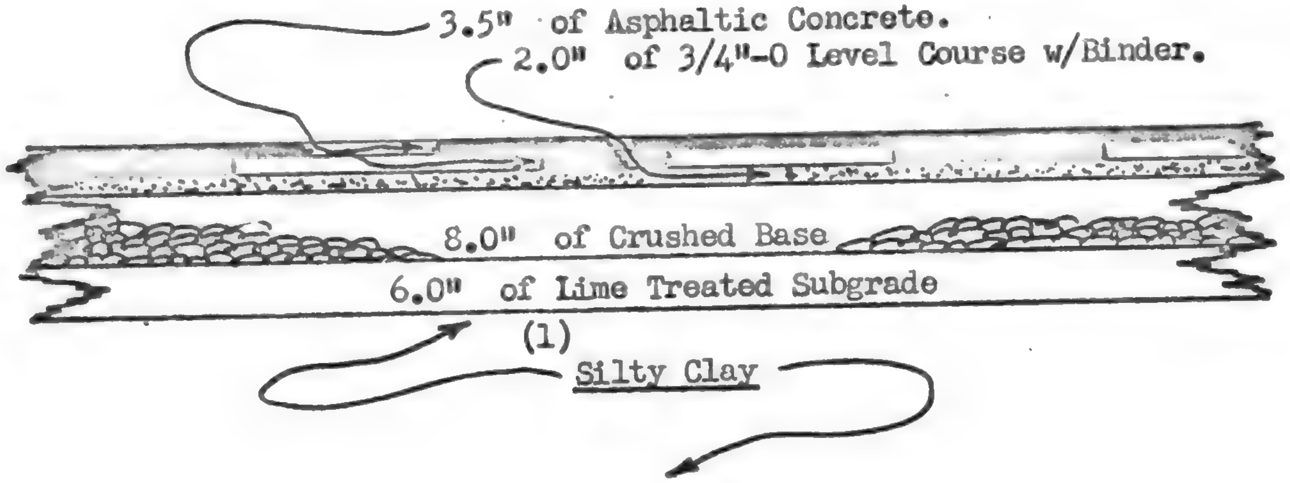
Truck A.D.T. 84 Traffic Coefficient 6.8 18 kip s.a. per day 17 (Automobiles not considered.)

Annual Precipitation 77"+ Frost Penetration - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	8.0	8.0	Cr. Base
	5.0	6.0	L.T.S.
22.0	22.0	19.5	

(1)
Typical Soil

36	LL
12	PI
95	%P 10
77	%P200
5	%Gravel
5	%C Sand
13	%F Sand
40	%Silt
37	%Clay
3	"R" Value



3.5" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
8.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

AASHO CLASSIFICATION:

A-6 (9)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

Submitted by ____________
for Staff Assistant

Recommended by ____________
Engineer of Materials

Recommended by ____________
Construction Engineer

Approved by ____________
~~Asst.~~ State Highway Engineer

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County - City (2)

HOOD STREET
City of Sandy
Clackamas County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
4.8 - 6	2.0"	2.0"	7.0"	6.0"	18.0"	17.0"
Cars Only	2.0"	2.0"	4.0"	6.0"	13.0"	14.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8"	Crushed Base

Note:

The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: HOOD STREET
HIGHWAY: City of Sandy
COUNTY: Clackamas

1150 Present ADT (1967)
5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	42	1.7	71	57	450	25,650
3	20	1.7	34	27	1000	27,000
4	0				1250	
5	0				3180	
6	0				2570	
				84	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 52,650
TWENTY YEAR EWL 1,053,000
TRAFFIC COEFFICIENT 6.8

SECTION: HOOD STREET
HIGHWAY: City of Sandy
COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Not a problem

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.18± mi.) project. See Items 6 & 12.

RECEIVED
FEB 13 1968

303-1717

1153

February 9, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3492

City of Sandy
City Hall
Sandy, Oregon 97055

Attention: Ruth Loundree
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Hood Avenue from Bluff Road to Beers Street in your city.

We are retaining a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc H. S. Cox
(agreement attached)

SCA
Sandy

1-4-68 Prefix No. 303-1437

NOTED
H. S. COX

LOCATION PROSPECTUS
SANDY (HOOD AVENUE) SECTION
CITY STREET
CLACKAMAS COUNTY

STREET: Hood Avenue in the city of Sandy. Not on State or Federal highway system.

TERMINI: The westerly terminus is the junction of Hood Avenue with Bluff Road. The easterly terminus is the intersection of Hood Avenue with Beers Street.

LENGTH: Approximately 0.18 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and an estimate of cost to grade, paving and A. C. pave on existing alignment. No drainage problems are foreseen. Soils investigations will be made. An economic analysis is not needed at this time.

TYPICAL SECTION: Forty-foot curb-to-curb street section.

BASE DESIGN:

Paving	3-1/2" A.C.
Top Course Base	2 "
Bottom Course Base	~~11~~ " 13
Total	1~~6~~8-1/2"

MATERIAL SOURCES: Suitable materials for base course and asphalt concrete are obtainable from commercial sources in the area. There are several within a ten-mile haul.

UTILITIES: The City of Sandy will make whatever adjustments are required to their water mains and sanitary sewer. Power and telephone companies will relocate their poles if required. All relocations required will be non-reimbursable. There are no railroad or stream crossings.

AGREEMENTS: A routine agreement will be made with the City of Sandy in accordance with requirements for a project under the Special City Street Allotment.

1-17-67 With Scofield met with Mayor, a Councilman & Boatwright [illegible]
City [illegible] to be [illegible] on [illegible])

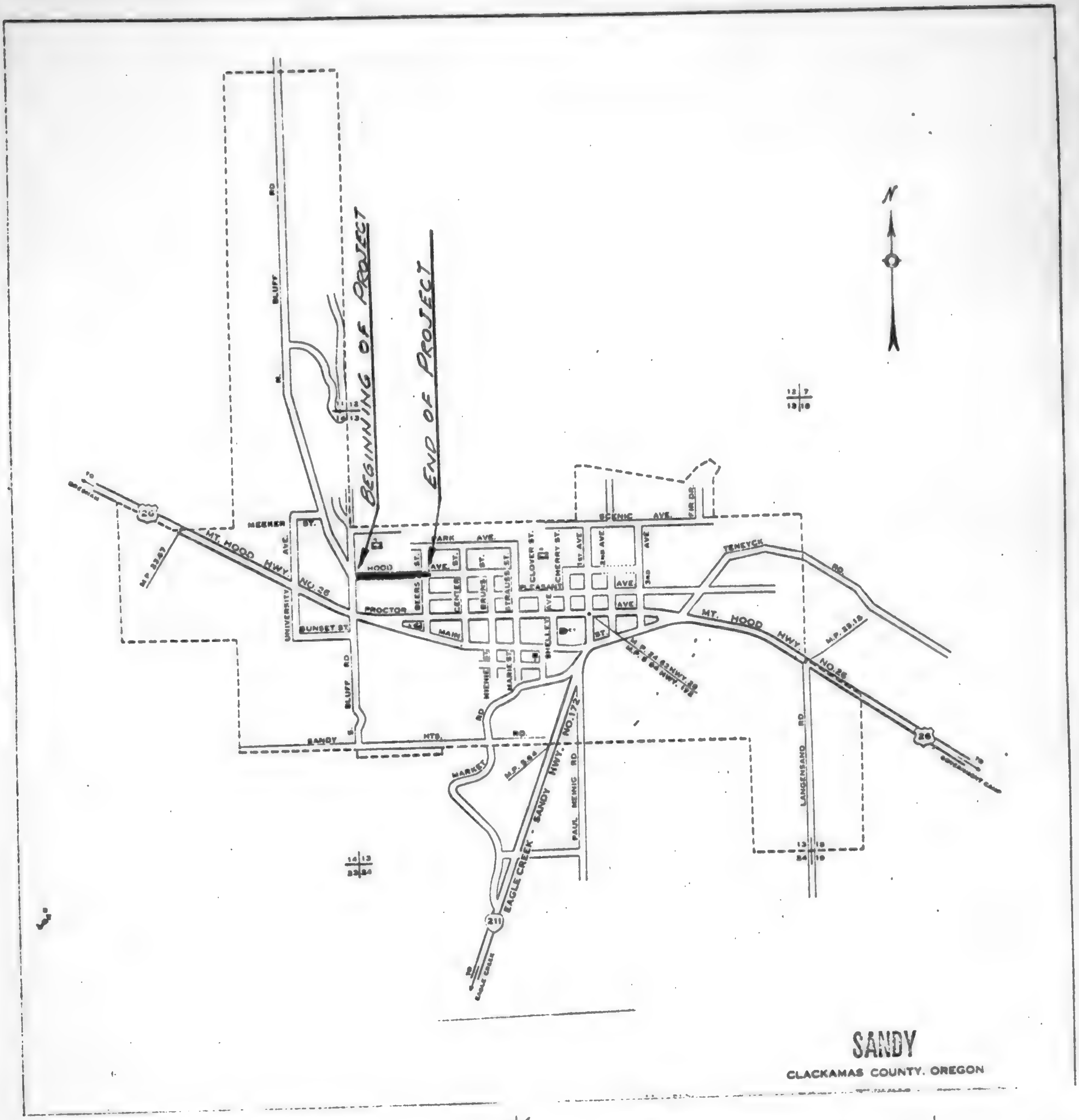
NOTED
RICHARD UNREIN

BOATWRIGHT — 363-9503

NOTED
DON HARWELL

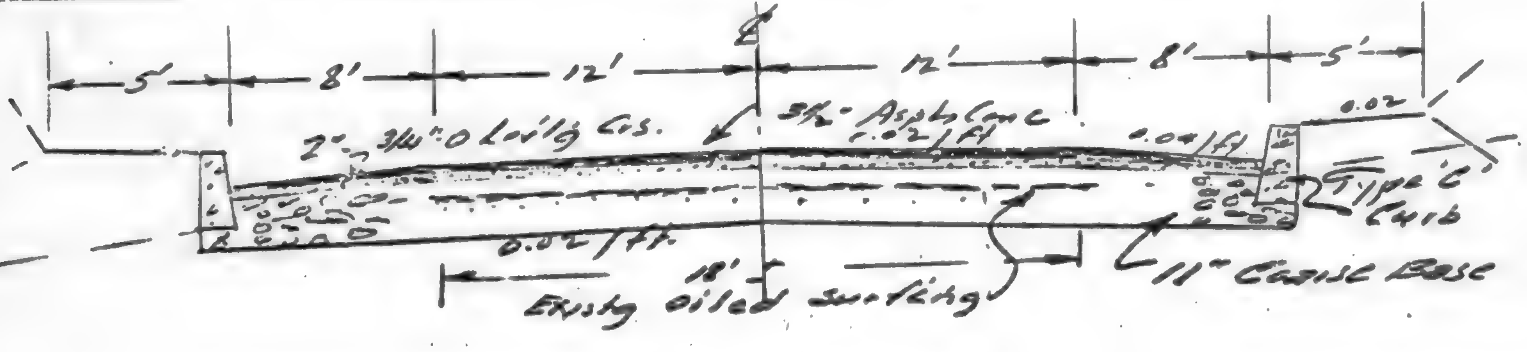
RIGHT OF WAY: Hood Avenue is a 50-foot street. The City of Sandy will acquire right of way or easements for additional width if required.

January 4, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox (2) ✓
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young


BEGINNING OF PROJECT
END OF PROJECT
N
BLUFF RD
MEEKER ST.
PARK AVE.
HOOD AVE.
BEERS ST.
CENTER ST.
BRUNS ST.
STRAUSS ST.
CLOVER ST.
CHERRY ST.
1ST AVE
2ND AVE
3RD AVE
SCENIC AVE.
FIR DR.
PLEASANT AVE.
PROCTOR
MAIN
SUNSET ST.
UNIVERSITY AVE.
MT. HOOD HWY. NO. 26
TENEYCK RD.
MEINIG RD
MARKET ST.
SHELLEY AVE
SANDY HTS. RD.
MARKET RD
M.P. 2.84
EAGLE CREEK - SANDY HWY. NO. 172
PAUL MEINIG RD
LANGENSAND RD
M.P. 24.62 HWY. 26
M.P. 0.00 HWY. 172
M.P. 25.16
211
26
12 7
13 18
14 13
23 24
13 18
24 19

SANDY

CLACKAMAS COUNTY, OREGON


℄
5'
8'
12'
12'
8'
5'
2" - 3/4" 0 Levlg Crs.
3½" Asph Conc
0.02/ft
0.04/ft
0.02
Type "C" Curb
0.02/ft.
18'
Existg oiled surfacing
11" Course Base

TYPICAL SECTION

SCA

THE CITY OF **Sandy**
INCORPORATED 1913

Gateway to the Mount Hood Playground

SANDY, OREGON

OFFICE OF
CITY RECORDER
RUTH LOUNDREE

RECEIVED
SEP 22 1967
ENGINEER
COUNTY & CITY DIVISION

September 20, 1967

H. S. Cox
County and City Engineer
State Of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir:

Thank you for your letter of September 15th regarding proposed work on Hood Street from Bluff Road to Beers Street in the City of Sandy.

This is to assure you that necessary funds in excess of the $25,000 under the Special City Allotment Act (ORS 366.805) will be available for this proposed project.

The City is also willing to proceed with making contact with property owners involved in the improvement for the additional right-of-way upon receipt of notification of the acceptance of the project and required right-of-way descriptions.

City Officials wish to express their appreciation of your preliminary investigation and consideration of this proposal.

Sincerely,
Ruth Loundree
Ruth Loundree,
City Recorder

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

September 15, 1967

Ms. Ruth Loundree
City Recorder
City Hall
Sandy, Oregon 97055

Dear Ms. Loundree:

It is planned to submit your proposed project on Hood ~~Street~~ AVENUE from Bluff Road to Beers Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation is roughly estimated to cost $40,000 for providing a 40' curbed street section.

As the indicated right-of-way is 50' on Hood Street, additional right-of-way will most likely be needed to accomodate the proposed 40' curbed street section. If your project is approved by the Highway Commission, the State would furnish the necessary right-of-way descriptions, but the City of Sandy would have to acquire the additional right-of-way at its sole expense, which is not included in the above estimated cost.

Should the Highway Commission look with favor upon your project, would the City of Sandy be willing and able to pay all costs of the project in excess of $25,000 and acquire the necessary right of way?

Receipt of a letter stating Sandy's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

RU:mr

cc: Martin Boatwright

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
DON HARWELL

18" [illegible]
[illegible] 660'
Inlets 9

R/W @ Beef St.
?

SANDY - Beef ST.
BLUFF Rd - BEEF ST.
8-11-67
[illegible]

Length .18 mile.
930'
E.L. = 30
960'

Clearing L.S. $300.00

Gen. Exc. = $\frac{[illegible] \times 40 \times 960 \times 1.1}{27}$ = 3,300 c.y. @ $1.50 = $4,950.00

Dr. Exc. = $\frac{2.5 \times 2.5 \times [illegible]}{27}$ = 135 c.y @ $3.50 = 472.50

18" C.M. pipe = 660' @ $3.75 = $2,475.00

11" Base = $\frac{0.98 \times 10.5 \times 960 \times 1.43}{27}$ = 1,900 c.y @ $4.25 = 8,075.00

2" Lev. = $\frac{.15 \times 40 \times 960 \times 1.43}{27}$ = 350 c.y. @ $4.50 = 1,575.00

3½" A.C. = 98.3 x 9.6 = Ton @ $9.00 = 8,835.00

Inlets = 9 @ $125 = 1,125.00

Binder = $[illegible] x .19 = 760.00

Conc. Curbs = .031 x [illegible] = 60 c.y @ $45.00 = 2,700.00

NO CONC. DRIVES - ONLY CURB CUTS.

WATER = .0275 x (2,250) = 62 65 M-GAL @ $4.00 = 260.00

Adj. M.H.S = 3 @ $75 = $225.00

18" C.M. pipe = 66' @ $5.25 = 346.50

9-12-67 AO-C-C ok'd
by [illegible]

32,099.00
20% E.&C. 6,419.00
$38,518.00
Est. City share P.E. 561.52
$39,079.52

Survey Est. $1600 $\frac{13,518}{38,518}$ x 1600 = 561.52

9-13-67
Up to $40,000 as grade needs to be lower at west end.

$39000

1953 - 15,000
1964 - 20,000

S.C.A. INVESTIGATION DATA

City of Sandy Date April 24, 1967 Division I
Street (s) / Hoy St. from Bluff Rd to Shanks St.
No. previous projects 2
Last project 1964 (year)
Total SCA Funds to date $ 35,000

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —
Surface width: 16' Oil Mat feet, Shoulder-shoulder width: 26 ± feet
C-C width: — feet, Right-of-way width: 50 feet ←

Remarks: Existing R/W is narrow (50') [illegible]. R/W is [illegible] [illegible] [illegible] [illegible] Hwy School bus traffic. Other traffic is only [illegible]. [illegible] [illegible] boundary [illegible] good [illegible] [illegible] for R/W.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 40 feet, Shoulder width: — feet C-C width: 40 feet
Thickness of: A.C. 3 1/2 inches, Leveling 2 inches, Base 11 inches
Length: 1903 feet, 0.36 mile. Type curb: "C"

Remarks: [illegible] curb drives - replace existing walks

ESTIMATE

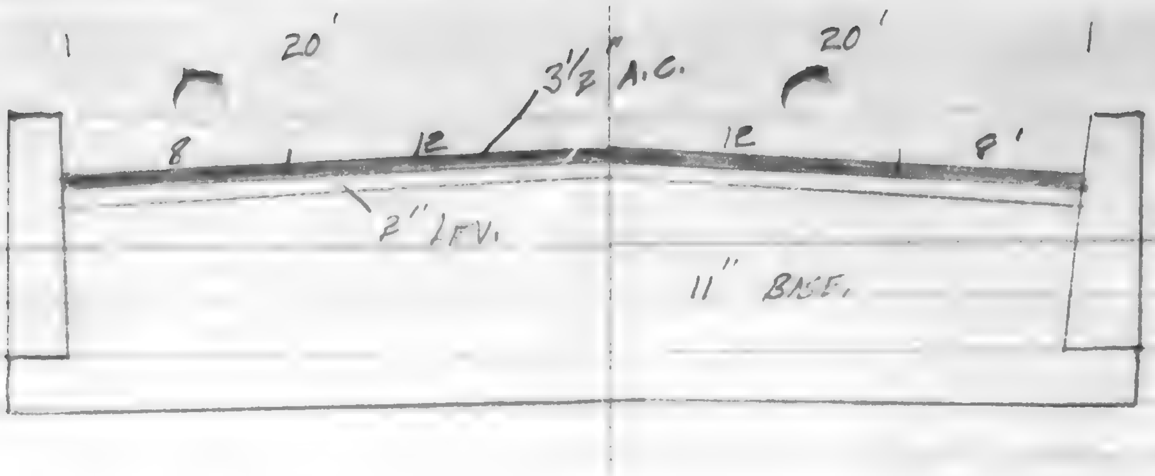
Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 1,000.00
General Excavation	c.y.	6,850	1.50	10,275.00
Drainage Excavation	c.y.	420	3.50	1,470.00
12" Culvert Pipe	lin. ft.	1060	3.75	3,975.00
11" Base Material (1-1/2-0)	c.y.	3,950	4.50	16,787.50
Level Material (3/4-0)	c.y.	720	4.25	3,240.00
Asphalt	ton	1,965	8.00	15,720.00
Inlets G	ea.	15	120.00	1,800.00
[redacted] binder	All [redacted]	All	L.S.	1,650.00
Concrete Curbs	c.y.	125	45.00	5,625.00
Concrete Walks and Drives	sq. yd.	600	4.50	2,700.00
Watering	M/gal.	130	3.50	455.00
REMOVE [redacted] WALKS	sq. [redacted] yds	250	1.00	250.00
Adjust. [redacted] M.H.'s	ea.	6	75.00	450.00
18" Other Culvert Pipe	Lin ft.	570	5.25	2,992.50

* Items include 10% allowance.

Total $ 68,390.00
Engineering & Contingencies (20%) 13,678.
TOTAL $ 82,068
City's Estimated Share of Survey 1,600
TOTAL ESTIMATED COST $ 83,668
≈ 84,000

SANDY
HOOD AVE.
4-24-67

$3\frac{1}{2}$
2
11
7
$23\frac{1}{2}''$



GEN. EXC. = $\frac{2^{0} \times 42^{0} \times 2000 \times 1.1}{27}$ = 6,850 C.Y.

11" BASE = $\frac{.92 \times 40.5 \times 2000 \times 1.43}{27}$ = 3,950 C.Y.

2" LEV. = $\frac{.17 \times 40 \times 2000 \times 1.43}{27}$ = 720 C.Y.

$3\frac{1}{2}''$ A.C = 98.3 × 20 = 1,965 TON.

Conc Curbs = .031 × 4000' = 124 C.Y.

TR. EXC = $\frac{3^{0} \times 2^{0} \times 1060}{27}$ = (236) C.Y.

$\frac{3^{5} \times 2^{5} \times 570}{27}$ = (184) C.Y.

420 C.Y.

WATER = .0275 × (4,670) = 128 M-GAL.

binder = \$4,000 × .41 = \$ 1,640

Survey Est [illegible]

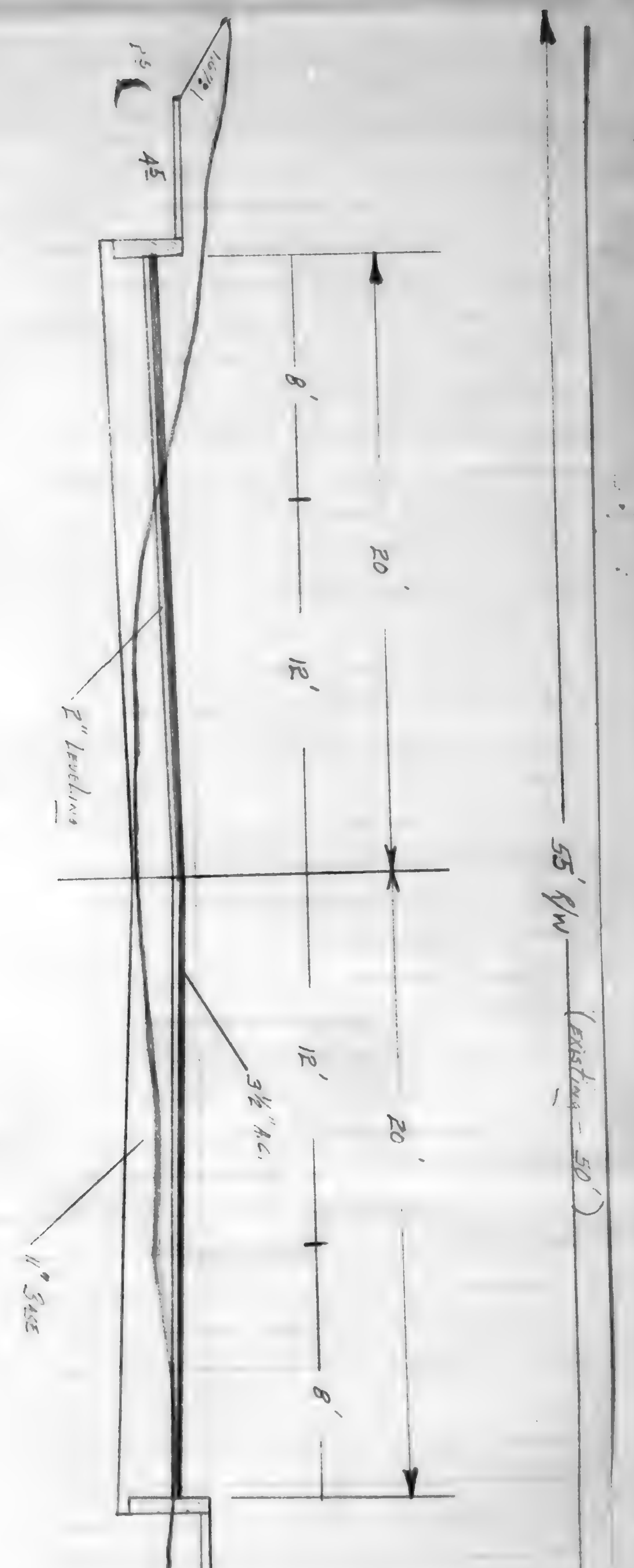
[illegible]

$\frac{57,068}{82,068}$ × [illegible] \$1,600

Sandy

[illegible] St. - [illegible] to Strauss [illegible]

[illegible] DESIGN
196A 1st Ave. 3-2-10


1.5
1:10
45
8'
20'
12'
12'
20'
8'
2" Leveling
3½" A.C.
11" Base
55' R/W
(Existing - 50')
25

DRIVES = 504
ALL 101
605

$\frac{605 \times 5}{9} = 336$ Sq. yds DRIVES

REMOVE & REPLACE = 406
WALKS + 44
450

$\frac{450 \times 5}{9} = 250$ Sq. yds WALKS R&R.

586

15 INLETS

1060' 12" Cul. pipe.

570' 18" Cul. pipe

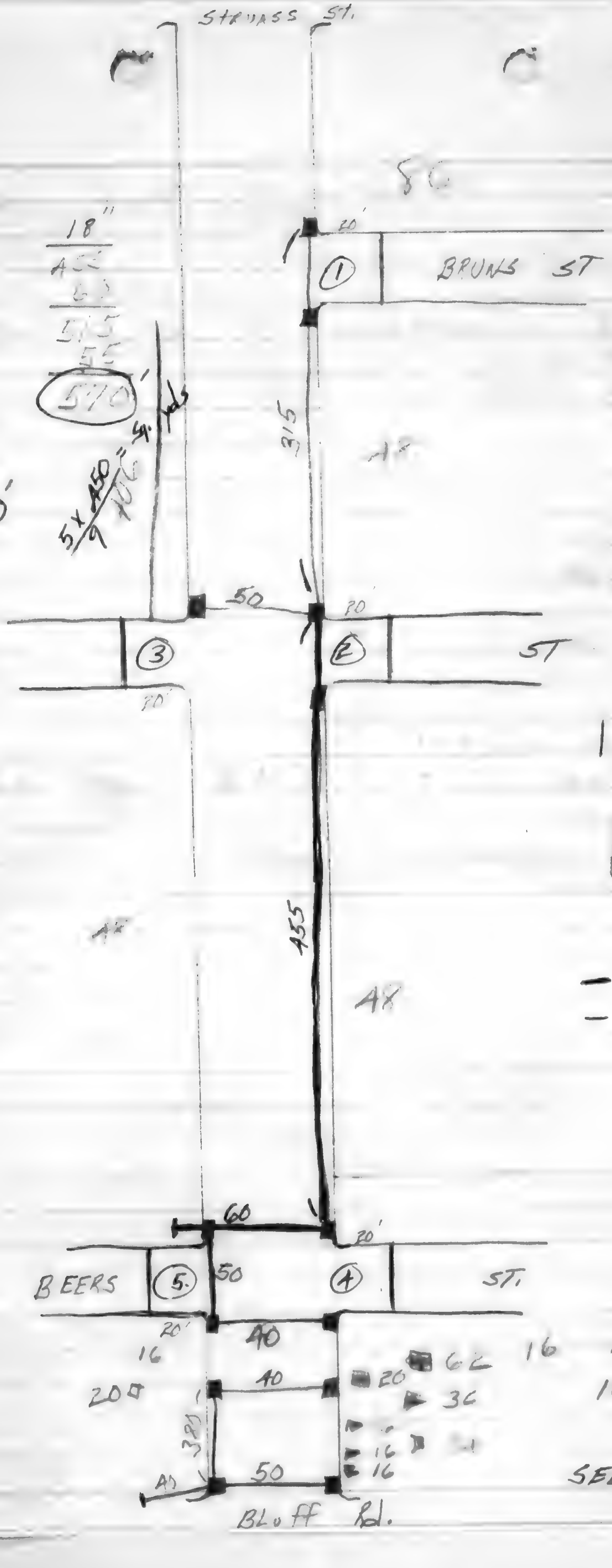
EXTRA LENGTH TO PROJECT FOR INTERSECTING STS = 5 X ~~50~~ 20' = ~~250~~ 100' Add Length

SANDY

"G"

INLETS	12"	18"
13	315	455
Allow. 2	50	60
15	90	515
	480	55
	90	570'
	965	
	ALL 95	
	1060'	

5 x 450 = sq. yds
9
400



STRAUSS ST.
20'
①
BRUNS ST
315
A8
50
20'
CENTER
③
②
ST
20'
A8
455
A8
60
20'
BEERS
⑤
50
④
ST.
20'
40
16
20
40
20
62
16
12
36
16
16
16
320
A1
50
BLuff Rd.

| Sidewalk Removal & Replacement

▯ CONC DRIVE

NO SCALE

— 18" Culvert Pipe
— 12" " "

SEE BACK SIDE

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Sandy, Oregon   Date March 16, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name Hood Avenue
(Locate project on attached map.)

Project length 1800'±

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~16~~ feet, width of shoulders: ~~5~~ feet

Curbed section; width curb to curb: 40' feet

Remarks Existing 16' Oil Mat Pavement 5'+ Shoulders   Gravel on each side

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: 16 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 50' Right of Ways

Are intersecting streets curbed? Yes ___ No X

Remarks Generaly   16' Oil Mat with Gravel Shoulders (no curbs)

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: ---- feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 13 feet

Does city desire special type of curbs? Yes ___ No X

Explain:

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ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: _______feet; Width: _______feet

Distance between present sidewalks: _______feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place?. Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes X No____

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 - 8 feet

Remarks____

____

____

NOTED
RICHARD UNREIN SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks Services 2' minimum depth

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? 9

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Portland General Electric and Northwest Natural Gas Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? West Coast Telephone

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date New Fiscal Year 1967-68

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______

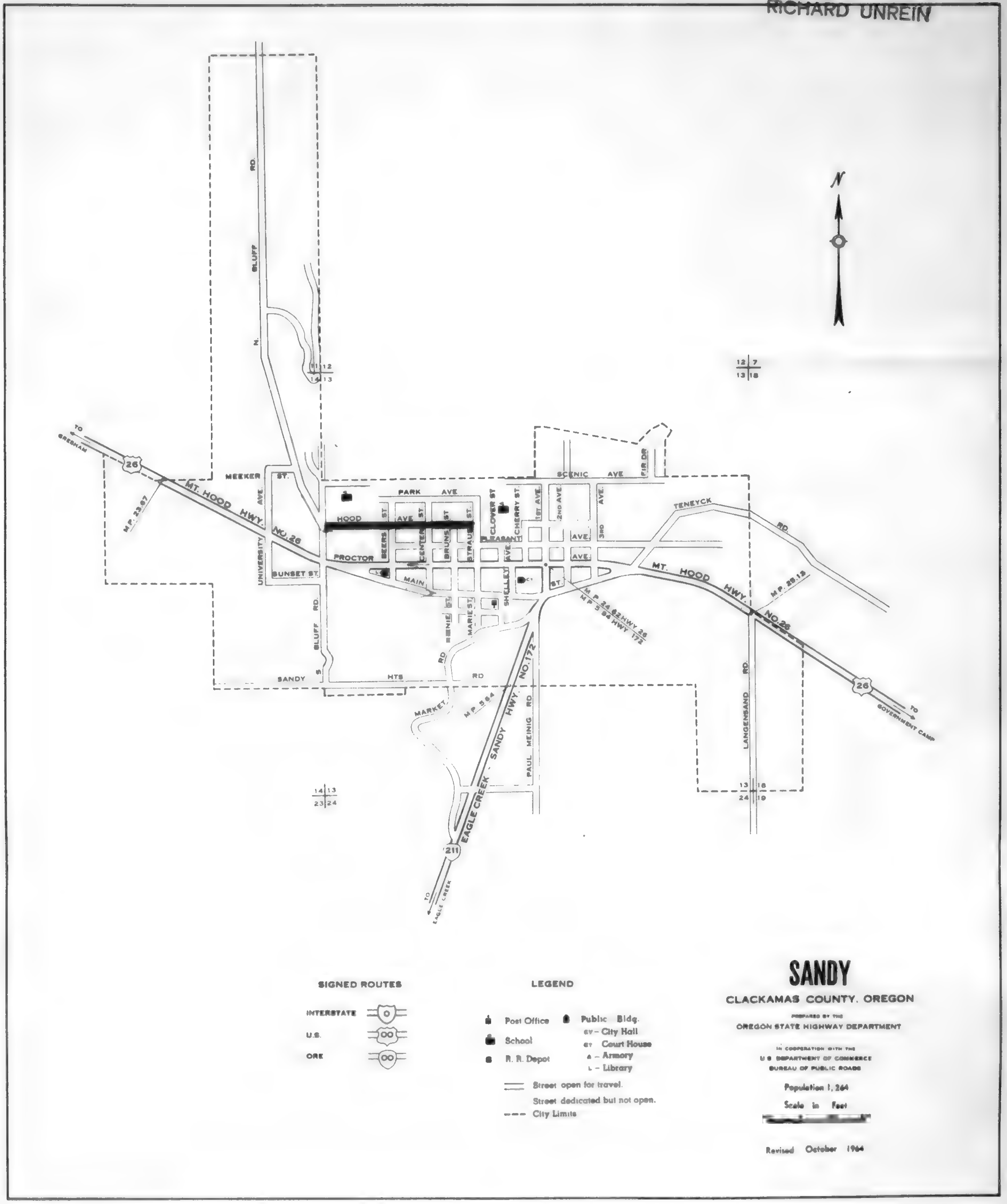
General remarks: ______

By Harold L. Edis
Mayor

By Ruth Lowndes
City Recorder or City Manager

By
City Engineer

NOTED
RICHARD UNREIN


N
BLUFF RD.
N.
TO GRESHAM
26
M.P. 23.67
MT. HOOD HWY. NO. 26
MEEKER ST.
UNIVERSITY AVE.
PARK AVE
HOOD AVE
BEERS ST
CENTER ST
BRUNS ST
STRAUSS ST
CLOVER ST
CHERRY ST
1ST AVE.
2ND AVE.
3RD
SCENIC AVE
FIR DR.
PLEASANT AVE.
PROCTOR
SUNSET ST.
MAIN
SHELLEY AVE
MEINIG ST
MARIE ST
ST.
AVE.
TENEYCK RD
M.P. 24.62 HWY 26
M.P. 5.84 HWY 172
M.P. 25.12
MT. HOOD HWY NO. 26
BLUFF RD. S.
SANDY HTS RD
RD
MARKET
M.P. 5.84
EAGLE CREEK - SANDY HWY. NO. 172
PAUL MEINIG RD
LANGENSAND RD.
211
TO EAGLE CREEK
26
TO GOVERNMENT CAMP
11 12
14 13
12 7
13 18
14 13
23 24
13 18
24 19
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits

SANDY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

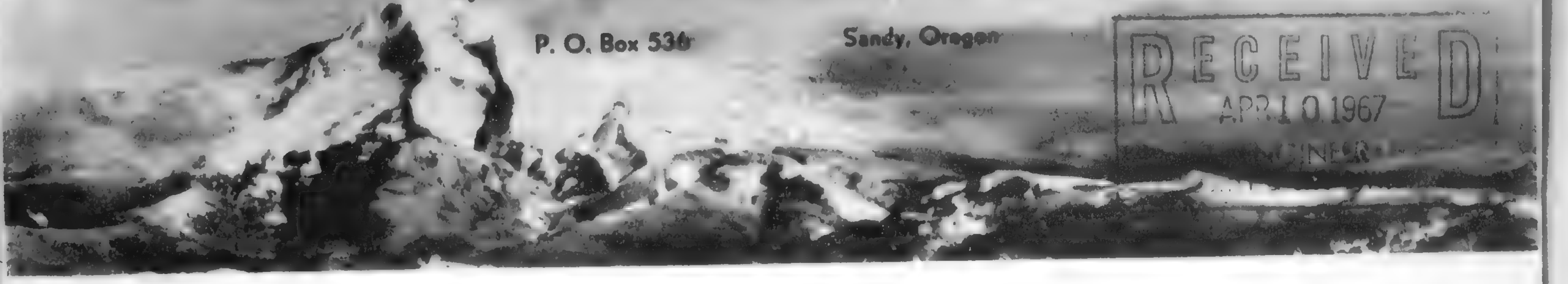
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,264

Scale in Feet

Revised October 1964

Sandy Area Chamber of Commerce
P. O. Box 536 Sandy, Oregon



NOTED
RICHARD UNREIN

RECEIVED
APR 10 1967
ENGINEER

3-31-67

Honorable Harold Edes, Mayor
City of Sandy

Dear Mayor Edes:

The Sandy Area Chamber of Commerce would like to recommend the improvement of Hood Street between Strauss Street and Bluff Road.

The traffic load there has always been heavy with the school busses and parents autos going to and from both the schools. With the completion of the swimming pool, this load has been considerably increased and has added to the already unsafe conditions.

Hood Street should be curbed and paved between the curbings. Sidewalks would add another safety feature. Proper storm drainage should be added at the same time.

Thought should also be given to making all streets that intersect with Hood Street, stop streets at that intersection with Hood Street.

We urge you to give this situation and recommendation your earliest attention.

Very truly yours,

George L. Morgan
President, Sandy Area Chamber of Commerce

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

SANDY ELEMENTARY SCHOOL

Clackamas County School District No. 46

P. O. BOX 547 SANDY, OREGON 97055

DIRECTORS:
JOHN A. ROWELL, CHAIRMAN
BILLIE H. DYAL
EDWARD M. NELSON
KENNETH J. HASELWANDER
C. GILBERT JONES

CLYDE F. SUTHERLAND
SUPERINTENDENT
VIRGINIA MAYNES
CLERK

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APR 10 1967
ENGINEER
COUNTY & CITY DIVISION

March 7, 1967

Mr. Harold L. Edes, Mayor
City of Sandy
Sandy, Oregon 97055

Dear Mr. Edes:

With the growth in our enrollment and the opening of our swimming pool facility, traffic on Hood Street has increased to the point of congestion several times a day. If anything can be done to widen and make it a safer and more adequate street on which to carry this increased traffic, it would be of great benefit to our school, the high school and everyone living in the Bluff Road area.

Eight of our buses traverse this street, some of them several times a day. These trips account for several hundred students either once or twice a day. Now that our swimming pool is open, all people living in the northwest part of town and out Bluff Road will travel Hood Street to reach the pool and the capacity crowds attending last week indicates a very considerable increase of travel.

This is only the beginning. As our enrollment grows, the growth of transportation on Hood is sure to increase. It is the only through street connecting our school with the high school and the whole northwest part of our school district. It seems that the early improvement of Hood Street is vital in meeting the threat of traffic congestion in this area.

Your interest and efforts in that direction will be appreciated. Thank you.

Very truly yours,

Clyde F. Sutherland

Clyde F. Sutherland,
Superintendent.

hg

NOTED

NOTED
RICHARD UNREIN

668-4151
TELEPHONE: ~~[illegible] 7-2681~~

SANDY UNION HIGH SCHOOL

DISTRICT NO. [illegible] CLACKAMAS COUNTY
SANDY, OREGON

RALPH PETERSON, Principal
CHARLES CROSTON, Superintendent
DYANN ALEXANDER, Secretary

APR 10 1967
ENGINEER
& CITY DIVISION

March 22, 1967

Ruth Loundree
City Recorder
Sandy City Hall
Sandy, Oregon 97055

Dear Mrs. Loundree,

We would appreciate whatever surface and other improvements the City could make on Hood Street. This road is in poor condition and needs attention.

We feel this road should have a high priority on your list of roads that need improvement because Sandy Union High School has three buses that use this road twice a day on their regular from home-to-school and return runs. With the new swimming pool now in operation, we will be making two runs six times a day with as many buses as are needed to transport our physical education students to the swimming pool during this unit in their physical education classes.

Sincerely,

Charles D. Croston

Charles D. Croston
Superintendent

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

2-20-67

RESOLUTION - 4-67

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sandy is an incorporated city of the State of Oregon and has a population of 1390 as given by the latest official census; and

WHEREAS, the following streets of said city, Hood Avenue from the West line of Strauss Street west to the East Line of Bluff Road

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FEB 23 1967
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

4. That the City of Sandy, Oregon does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Martin Boatwright city Engineer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of February, 1962.

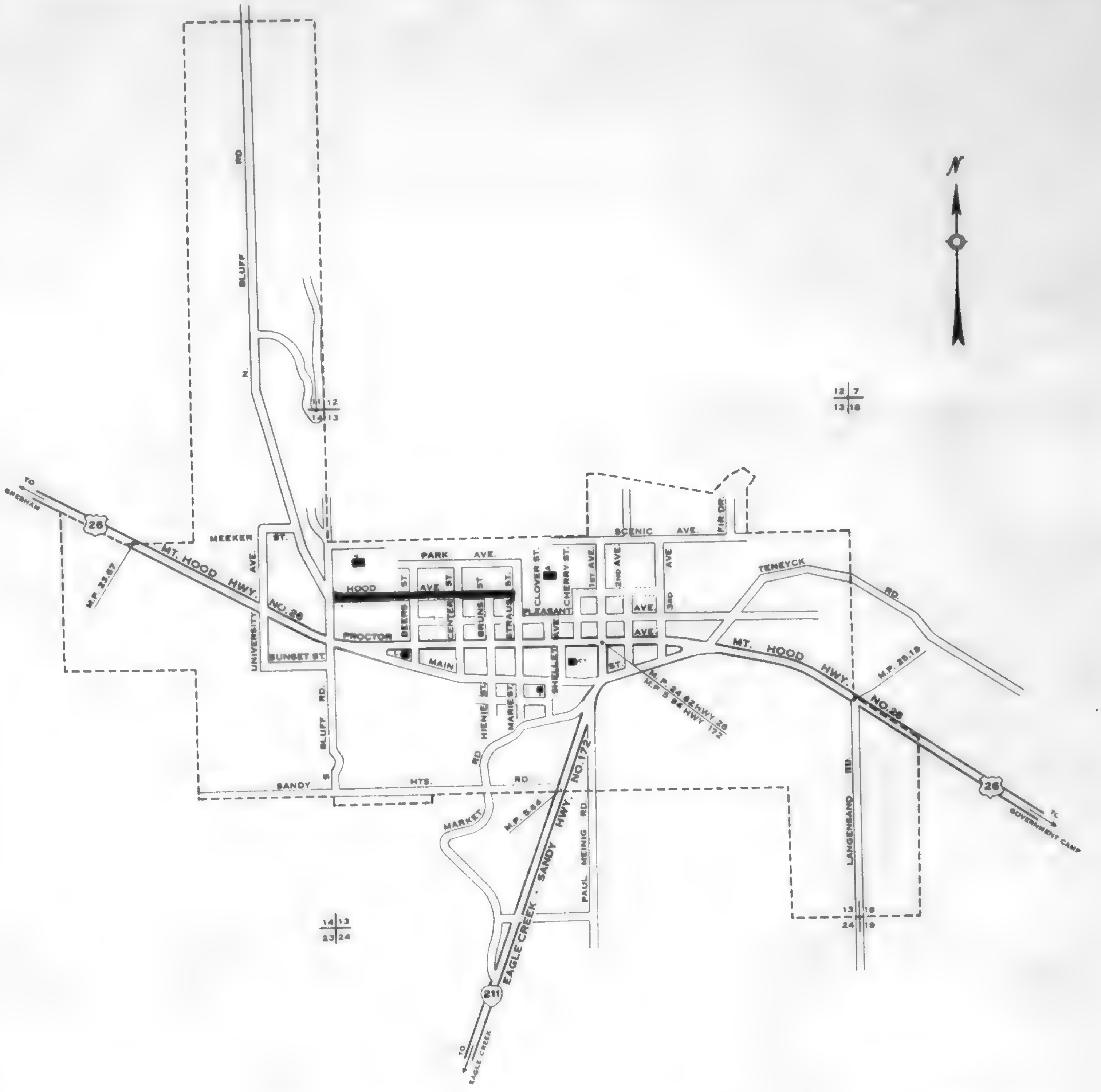
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sandy at a regular or special meeting of said Council, held on the 20th day of February, 1962. and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of February, 1962.

Ruth Lovendee
City Recorder

NOTED
RICHARD UNREIN


N
BLUFF RD
N
11 12
14 13
12 7
13 18
TO GRESHAM
26
M.P. 23.67
MT. HOOD HWY. NO.26
MEEKER ST.
UNIVERSITY AVE.
PARK AVE.
HOOD AVE.
BEERS ST.
CENTER ST.
BRUNS ST.
STRAUSS ST.
CLOVER ST.
CHERRY ST.
SHELLEY AVE.
PLEASANT AVE.
1ST AVE.
2ND AVE.
3RD AVE.
SCENIC AVE.
FIR DR.
TENEYCK RD.
PROCTOR
SUNSET ST.
MAIN ST.
S BLUFF RD.
HIENIE RD
MARIE ST.
M.P. 24.62 HWY 26
M.P. 5.64 HWY 172
MT. HOOD HWY. NO.26
M.P. 25.12
SANDY HTS. RD
MARKET RD
M.P. 5.64
EAGLE CREEK - SANDY HWY. NO.172
PAUL MEINIG RD.
LANGENSAND RD
13 18
24 19
14 13
23 24
211
TO EAGLE CREEK
TO GOVERNMENT CAMP

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.

SANDY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1, 264

Scale in Feet
400 0 400 800

Revised October 1964

I-5-2(59) S. Umpqua R. Safety Rest Area 1968
112 (Southbound Unit) on Pac. Hwy.
#7154 (Improvement)

RECEIVED
AUG 31 1970

FOR FILING
I-5-2(59)
7154

August 31, 1970

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Bldg.
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $2,800 will be made to All-City Tree & Landscape Service on Contract No. 7154 for improvement of the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $155,843.71 including the second post-final payment. Of the total, $494.85 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

3-i
8-18-70

RECEIVED
SEP 29 1970
FOR FILING

I5-2(57)112
7154

#1

August 25, 1970

All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

24

Gentlemen:

The State Highway Commission on August 18, 1970, reconsidered your previous request for an extension of time and granted you an additional 28 days on Contract No. 7154 for improvement in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County. This extension waives all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
John Hagedorn
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 14, 1970

In reply refer to: 08-35-DB3

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(59)112
South Umpqua Safety Rest Area

The additional information furnished in your July 6, 1970 letter concerning the assessment of liquidated damages on the subject project has been reviewed.

The fact that the landscape work was delayed due to the change in the power supply wire is considered as justification for extending the contract time..

Thus we concur in the extension of the contract time by 28 days with no assessment of liquidated damages.

NOTED
TOM EDWARDS

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

RECEIVED
JUL 22 1970
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24 1970

FOR FILING

I-5-2(57)112
7154

August 18, 1970

All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

A post-final payment for $494.85 will be made to All-City Tree and Landscape Service on Contract No. 7154 for improvement in the South Umpqua River Safety Rest Area (southbound unit) on the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $153,043.71 including the post-final payment. Of the total $494.85 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

RECEIVED
JUL 29 1970

I5-2(59)11-
7134

July 29, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
August 18, 1970 meeting

On March 17, 1970, Commission action granted All-City Tree and Landscape Service, contractor for the construction of the South Umpqua Safety Rest Area on I-5 in Douglas County, Contract 7134, a 142-day extension of time without assessment of liquidated damages and assessed him liquidated damages for 28 days ($2,800) to cover a total overrun in time of 170 days.

The contractor has protested the assessment and has presented additional data in support of his original claim.

An analysis of the data and a reevaluation of the effect of a plan change shows that the entire delay, 170 days, was due to a condition beyond the contractor's control. The plan change consisted of moving the location of a pump which resulted in a different electrical conductor size. Delay in obtaining the required electrical conductor delayed use of the pump in completing landscape and other work on the contract.

I recommend that the contractor be granted an additional 28-day extension without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
C. T. Kassey

CAG:ag sr

RECEIVED
JUL 7 1970
FOR FILING

I-5-2(59)112
7154

July 6, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

South Umpqua Safety Rest Area
FAP I-5-2(59)112
Contract No. 7154

Highway Commission action on March 17, 1970, granted the contractor a 142-day extension of time without assessment of liquidated damages and assessed him liquidated damages for 28 days. This was to cover a total overrun of 170 calendar days on the contract. This action was in line with our letter to you dated November 5, 1969, and your memo of January 30, 1970 (04-35 DM3).

The contractor has protested the assessment and has furnished additional information concerning the effect of the wire size change (see "Electrical Changes" in our November 5, 1969 letter) on his overall construction schedule and progress that merit consideration.

The following is quoted from information furnished by the contractor:

"Our work began on August 26, 1968, and while this contract consisted of landscape construction as well as building construction, it was important that we give top priority to the landscaping. We realized then that by November 1st the irrigation and lawn would have to be basically completed as well as other items of the building construction and of course our work was planned accordingly so that this might be accomplished. On approximately October 1, 1968, we were notified that the power supply wire was inadequate to do the job and we would have to reorder this item which we did immediately and found out then that this wire would not be available until some time in December. This was the key to the entire job as we had planned on this power source in the use of the building construction and its related items. With no power, of course, we had no water which meant no means to test the irrigation equipment which prohibited the irrigation from being completed and the lawn seeded. At this point we were on schedule with our work and intended to employ extra help to finish the irrigation and lawn as we had our main irrigation lines and valves installed ready to be tested but felt it was no longer necessary to expedite the balance of the irrigation system as we could not leave empty exposed lines over the rainy season and any work done would have to be done over again later.

"While we did not ask for extra time, the power source delay also imposed a hardship with the building construction as everything had to be done with a portable generator."

***

"To summarize this matter, it should be stated that the sequence of the construction items was so altered that it moved the landscape portion of work into the rainy season when it was not feasible to complete."

The key to allowing additional time is based on the delay encountered from changing the pump location on the river which required a change in the electrical wire size. Even though this was a minor change, and only affected the irrigation work, it forced this work into the next planting season. The contractor completed all of the major work on this project by the time the shutdown order was written in December except that work which was delayed by the wire size change.

The contractor was notifed on about October 1 of the wire change and immediately ordered the new wire. This wire was not received until December. Since this part of the work was delayed for just over two months, the contractor's request for only 28 days is completely reasonable.

Completion of the work was delayed by conditions beyond the control of the contractor. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted an additional extension of 28 days without the assessment of liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
C. T. Kessey

CAG:ag ms

RECEIVED
MAR 27 1970
FOR FILING

I-5-2(59)112

7154

March 27, 1970

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7154 awarded to All-City Tree and Landscape Service for improvement of the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County was completed on June 19, 1969, and accepted by the Highway Commission on March 26, 1970.

Final payment in the amount of $8,019.77 will be released to the contractor after April 3, 1970. The total contract amount is $152,548.86 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
MAR 30 1970
FOR FILING

I-5-2(57)112
7154

March 26, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed June 19, 1969, on Contract No. 7154. The contract was with All-City Tree and Landscape Service and was for improvement work on the South Umpqua River Safety Rest Area Section (Southbound Unit) of I-5 in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 26, 1970, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
C. T. Keasey

sr fn

RECEIVED
APR 14 1970
FOR FILING

I-5-2(59)112

7154

#6

March 18, 1970

All-City Tree and
  Landscape Service
29 N.E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on March 17, 1970, considered your request for an extension of time on Contract No. 7154 for improvement of the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 142-day extension without assessment of liquidated damages, leaving 28 days to be assessed.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
    I. D. Marchant
    V. E. Skoog
    C. T. Keasey
    John Hagedorn
    Bureau of Public Roads

Cabin Cr - Contr 7154

Price Agreement No. 1, August 30, 1968 Reshape roadside areas and perform other items of grading and other work as directed by the Engineer.	$ 660.00	
Price Agreement No. 2, October 3, 1968 Roadside seed area between rest area parking lot and I-5.	625.00	
Price Agreement No. 3, December 6, 1968 Substitute sand for 3/4" to 0" gravel as leveling course under sidewalks.	51.00	credit
Price Agreement No. 4, March 25, 1969 Revise electrical supply system.	3,748.50	
Price Agreement No. 5, April 3, 1969 Construct drainage sump in tree planting holes where required.	468.00	
Price Agreement No. 6, April 3, 1969 Construct rock planter instead of concrete planter.	No cost	
Price Agreement No. 7, April 4, 1969 Furnish and install 240 lineal feet 8" perforated drain pipe	1,560.00	
Price Agreement No. 8, May 6, 1969 Remove existing AC walks and replace with PC concrete walks	3,091.05	
Price Agreement No. 9, May 13, 1969 Substitute Tamarix juniper for Waukegan juniper called for on the plans	92.25	credit
Price Agreement No. 10, June 16, 1969 Locate existing conduit	275.00	
Price Agreement No. 11, August 19, 1969 Revise drain for drinking fountain	124.30	
Price Agreement No. 12, August 29, 1969 Nonspecification 1 1/2" steel galvanized pipe	37.18	credit
Order for Extra Work No. 1, April 3, 1969 Furnish and install 7 additional litter receptacles	1,000.00	

RECEIVED
MAR 9 - 1970
FOR FILING

I-5-3(5-7)112
7154

March 9, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
March 17, 1970 meeting

All-City Tree and Landscape Services, contractor for the construction of the South Umpqua Safety Rest Area on I-5 in Douglas County, Contract 7154, has requested an additional 56 calendar days to complete the contract work without assessment of liquidated damages. The request did not include a period from December 24, 1968, to April 1, 1969, when the work was shut down due to weather conditions which precluded satisfactory work. The contractor's total request should have been for 174 days.

The specified completion date for the work was December 31, 1968. The work was actually completed June 19, 1969. This is an overrun of 170 calendar days.

The contractor is entitled to an extension for the period of time which he was under shut down order amounting to 118 days. In addition, the contractor performed grading, seeding, drainage, electrical work, sidewalk and garbage receptacle work as directed on an extra work basis which resulted in an additional 24-day delay.

I recommend that the contractor be granted a 142-day extension without the assessment of liquidated damages and that he be assessed liquidated damages for the remaining 28 days consumed. This amounts to an assessment of $2,800.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
V. E. Skoog
Ivan Merchant
C. T. Keasey
F. D. Morgan

CAG:dh/TE:ja sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7154 Contractor All-City Tree & Landscape Service

Highway Pacific

Section S. Umpqua River Safety Rest Area (Southbound Unit)

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 142-day extension because of stop work order (118 days) and extra work added (24 days). Assess liquidated damages for 28 days.

Recommended for Approval:

John Cameron
Asst Division Engineer

Ivan P. Merchant
~~Construction Engineer~~ or
Bridge Engineer Spec.

Tom Edwards
Asst State Highway Engineer

Contract No.	7154
Project designation	I-5-2(59)112 State-Federal
Date awarded	August 9, 1968
Work started	August 26, 1968
Per cent completed	100 6/19/69 Date
Spec. Completion Date No. of Workdays Allowed	12/31/68
Completion Date No. of Workdays Used	6/19/69
No. of Added Calendar days Requested	170

State Printing 37030

E--320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 10, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to 56 days, within which to complete our Contract No. 7154, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached copy of letter dated December 18, 1968 to the Oregon State Highway Department, Roseburg. Also enclosed, copy of letter from Sims Electric, Inc., dated December 24, 1968, addressed to our firm.

Respectfully submitted,

All-City Tree & Landscape Service
Contractor

By Clifford + Paul

CONSENT OF SURETY

Date June 16, 1969

We, UNITED STATES FIDELITY & GUARANTY CO.
201 OREGON BANK BLDG.
319 S. W. WASHINGTON ST.
PORTLAND 4, OREGON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William R. Vanderpool
Attorney-in-fact

WILLIAM R. VANDERPOOL - ATTORNEY-IN-FACT
Resident Agent

(SEAL)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 3 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(59)112

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 30, 1970

In reply refer to: 08-35-DB3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7154

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-5-2(59)112
South Umpqua Safety Rest Area

Upon receipt of your November 5, 1969 letter, a series of meetings and reviews have been held concerning the extension of time request.

It was apparent from these meetings that consideration had been given to the performance of work under extra work order and price agreements and that duplicate time had not been granted.

The records reviewed at the meeting held at the Highway Division on January 30 showed that the recommendation of 142 days extension was accurate and an assessment of 28 days of liquidated damages is in order.

Concurrence in your recommendation is therefore granted.

Cy Mondart
2-5-70

NOTED
TOM EDWARDS

RECEIVED
FEB 3
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 6 - 1969
FOR FILING

I-5-2(59)112
7154

November 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: South Umpqua Safety Rest Area
FAP No. I-5-2(59)112
Contract No. 7154

Dear Sir:

The specified date for completion of the contract work was December 21, 1968. The work was completed June 19, 1969. This is an overrun of 170 calendar days. The contractor is requesting an extension of time of 56 calendar days without assessment of liquidated damages, listing several reasons for his failure to complete the work on time.

Items affecting completion of the work and conditions pertinent thereto are as follows:

Stop Work Order:

The contractor's request inadvertently omitted requesting time lost due to a shut down order issued December 24, 1968 and rescinded April 21, 1969, a total of 118 calendar days. The shut down order was issued because weather and ground conditions were such that satisfactory work could not be accomplished.

We recommend a 118-day extension.

Electrical Changes:

Contractor's Request -

Work Item No. 20: (30-day delay) There was a change in plan design and specifications of the underground electrical wire. This caused us considerable delay and hardship throughout the entire job as we had to improvise portable means of electrical power and also set us back in being able to test out irrigation lines and other electrical devices and, in turn, kept us from preparing ground and final grading.

State -

There were 9 days on which the contractor worked on this item after April 27. The April 27 date is the day the contract should have been completed after the Stop Work Order was rescinded. Prior to that date, the contractor was working on other contract items and therefore no delay. Recommend nine days.

Additional Sidewalks and Litter Can Bases:

State -

The contractor did not include in his request any time for the work involved in building additional sidewalks and litter can bases. This work was all performed on extra work after the April 27 date. Recommend six days.

Additional 8-inch Perforated Pipe:

State -

The contractor did not include in his request any time for the work involved in placing the 8-inch perforated pipe. This work was covered under a Price Agreement and was performed between April 25 and 29. Recommend three days for the period after April 27.

Delay of Illumination Pole Approval:

Contractor's Request -

Work Item No. 21: (7-day delay) A material approval of light poles specification which were sent to the State office at Salem evidently was misplaced and delayed our electrical contractor in getting the proper material ordered in time.

State -

The poles were approved and installed before the end of the Stop Work Order; therefore, no time is recommended.

Specified Equipment and Time:

Contractor's Request -

Work Items No. 7 and 8: (12-day delay) The equipment specified for grading of property was inadequate as was also the amount of hours for these items and, even though the equipment was changed, considerable hours were still needed to complete the job of grading.

State -

This work was performed within the allotted time. There was no change in the contract work. No time recommended.

Planter:

Contractor's Request -

Work Item No. 19: (2-day delay) The concrete planter was changed to a rock planter, which required a longer time in construction.

State -

The construction of the rock planter as compared with the specified concrete planter did not cause any delay. No time recommended.

Extra 3-inch Steel Irrigation Pipe:

Contractor's Request -

Work Item No. 80: (1/2-day delay) Extra 3-inch steel irrigation supply line was required.

State -

Due to revision in pump location, which caused additional trenching and pipe, one day is recommended.

Additional Roadside Seeding:

Contractor's Request -

Work Item No. 29: (1-day delay) An extra of approximately one acre of roadside seeding was ordered.

State -

The contractor seeded an additional 1.65 acres under a Price Agreement. Recommend one day.

Tree Drainage:

Contractor's Claim -

Work Item No. 31: (4-day delay) Extra work will be needed for proper drainage of trees.

State -

The contractor placed extra drainage around some trees under a Price Agreement. This work was performed while planting the trees between April 30 and May 13. The contractor was probably delayed the four days he indicates. Recommend four days.

SUMMARY

Item	Contractor's Claim	State's Recom.
Stop Work Order	0	118
Electrical Changes	30	9
Additional Sidewalks and Litter Cans	0	6
Additional 8-inch Perforated Pipe	0	3
Delay of Illum. Pole Approval	7	0
Specified Equipment and Time	12	0
Planter	2	0
Extra 3-inch Steel Irrigation Pipe	½	1
Additional Roadside Seeding	1	1
Tree Drainage	4	4
	56½	142
Total Overrun		170
Excess		28

Liquidated Damages at $100 per day = $2,800

A total of 12 price agreements and one order for extra work for miscellaneous additions and changes were written on the project, for a total value of $11,473.42. While the dollar value of the changes and additions is not excessive, the nature of the changes and the many and diversified items of the contract work make it impossible to assess a factual delay of time for each of the changes to the overall contract. It is felt that the time adjustment proposed herein is fair both to the State and the contractor.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 142-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 28 days consumed. This amounts to an assessment of $2,800.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:dh ja

Price Agreement No. 1, August 30, 1968 Reshape roadside areas and perform other items of grading and other work as directed by the Engineer.	$ 660.00
Price Agreement No. 2, October 3, 1968 Roadside seed area between rest area parking lot and I-5.	625.00
Price Agreement No. 3, December 6, 1968 Substitute sand for 3/4" to 0" gravel as leveling course under sidewalks.	51.00 credit
Price Agreement No. 4, March 25, 1969 Revise electrical supply system.	3,748.50
Price Agreement No. 5, April 3, 1969 Construct drainage sump in tree planting holes where required.	468.00
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Order for Extra Work No. 1, April 3, 1969 Furnish and install 7 additional litter receptacles	1,000.00

I-5-2(57)112
7154

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Umpqua River Safety Rest Area (So. bound Unit)	WEEK ENDING: Oct. 17, 1969	SECTION PREFIX: 610-1026
HIGHWAY: Pacific	COUNTY: Douglas	
NAME OF JOB: SO. Umpqua River Safety Rest Area (SB)	KIND OF WORK: Improvement	
CONTRACTOR: All City Tree & Landscape Service	CONTRACT NUMBER: 7154	FEDERAL AID PROJECT NUMBER: I-5-2(59)112
DATE OF CONTRACT: August 9, 1968	DATE WORK STARTED: August 26, 1968	ESTIMATED COMPLETION DATE: June 19, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 168,113.02	SPECIFIED COMPLETION DATE: December 31, 1968	PERCENT OF TIME ELAPSED: 227
EXCLUSIVE OF ENGINEERING: $ 154,782.47	ENGINEERING AUTHORIZATION $ 13,330.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 159,425.94	ENGINEERING COST TO DATE $ 13,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN 3 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: June 19, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 13	Fair			
TUESDAY 14	Fair			
WEDNESDAY 15	Showers			
THURSDAY 16	Showers			
FRIDAY 17	Cloudy			
SATURDAY				

Routing
Walker

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Post Final estimate data was submitted Oct. 17, 1969

SIGNED ______ LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE COPY

Monthly transaction number 10-21	FO PR-2A (RE . 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 10-16-69	Project number I-5-2(59)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 162,928	$ 174,762
Federal funds	$ 150,300.00	$ 161,200.00
Other revisions		

This modification is made for the following reasons:

Revise project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

For: R. E. Simpson

By

(Title)

By

(Title)

USCOMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-5-2(59)112

S. UMPQUA RIVER SAFETY REST AREA (S.B. UNIT)

ON THE PACIFIC HWY. IN DOUGLAS COUNTY

Revised project agreement estimate.

Salem, Oregon, October 7, 1969

Type Code Y021
Rest Area (Sta. 3175+00 to 3226+00) (Contract 7154)

Subtotal on previous estimate of August 22, 1968	$ 96,795.20

Approved Price Agreements

PA 1	Dump Truck	60.5 hr.	22.00	1,331.00
PA 2	Additional Roadside Seeding	1.25 acre	500.00	625.00
PA 4	Revise Electrical Supply System	Lump Sum		3,748.50
PA 5	Drainage Sump for Trees	41 only	6.00	246.00
PA 7	Trench Excavation	106.56 cu. yd.	3.00	319.68
PA 7	Special Backfill	103.28 cu. yd.	5.00	516.40
PA 7	8-inch Perf. Drain Pipe	255 lin. ft.	3.50	892.50
PA 8	Removal of Pavement	266.73 sq. yd.	5.00	1,333.65
PA 8	Construct Concrete Walks	267.4 sq. yd.	5.50	1,470.70
PA 8	Redwood Header Boards	135.5 lin. ft.	0.50	67.75
PA 8	Saw Concrete	Lump Sum		207.05
		Subtotal		$107,553.43
		10% Engr. & Cont.		10,754.57
		Total		$118,308.00

Total for convenience facilities same as previous estimate	$ 56,454.00

Length of project - - 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	Total
Rest Area	$118,308.00	$109,120.00	$ 9,188.00
Convenience Facilities	56,454.00	52,080.00	4,374.00
Total	$174,762.00	$161,200.00	$13,562.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 610-1026

Monthly transaction number 10-2	Fo PR-2A U.S. DEPARTMENT OF COMMERCE (R 10-65) BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 9-24-68	Project number I-5-2(59)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$

Other revisions: The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
~~(Division Engineer)~~
L. R. Backlund, Admin. Manager

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-34	FORM PR-2 (REV. 3-66)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-29-68	STATE: Oregon COUNTY: Douglas PROJECT NO.: I-5-2(59)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Umpqua River Safety Rest Area (S.B. Unit) on the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 162,928	$ 150,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By Glen L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer August 29, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-5-2(59)112

S. UMPQUA RIVER SAFETY REST AREA (S.B. UNIT)

ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, August 22, 1968

Type Code Y021
Rest Area (Sta. 3175+00 to Sta. 3226+00)(Contract No. 7154)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Removal of Pavement	10 sq.yd.	$ 10.00	100.00
Removal of Curbs	90 lin.ft.	1.50	135.00
Trench Excavation	470 cu.yd.	3.00	1,410.00
Special Backfill in Drains	230 cu.yd.	5.00	1,150.00
Furnishing & Placing Topsoil	4,750 cu.yd.	3.00	14,250.00
Motor Grader with Dozer	30 hr.	30.00	900.00
Front End Loader	30 hr.	25.00	750.00
30-inch Paved Culvert End Slopes	2 only	200.00	400.00
12-inch Culvert Pipe	16 lin.ft.	4.00	64.00
30-inch Culvert Pipe	360 lin.ft.	8.50	3,060.00
8-inch Perforated Drain Pipe	1,450 lin.ft.	3.50	5,075.00
Salvaging & Re-laying Culvert End Section	1 only	100.00	100.00
Concrete Inlets, Type G-2MA	1 only	275.00	275.00
Concrete Curbs	2 cu.yd.	65.00	130.00
Concrete Walks	1,700 sq.yd.	5.50	9,350.00
Redwood Header Boards	810 lin.ft.	0.50	405.00
Aluminum Hand Rail	44 lin.ft.	10.00	440.00
Concrete Planter	1 only	600.00	600.00
Electrical Supply System	All Required		3,500.00
Area Illumination	All Required		4,200.00
Roadside Seeding	2 acre	500.00	1,000.00
Lawn Construction	3 acre	2,200.00	6,600.00
Furnishing and Planting Trees	90 only	14.00	1,260.00
Furnishing and Planting Specimen Trees	1 only	75.00	75.00
Furnishing and Planting Shrubs	2,230 only	3.75	8,362.50
Furnishing and Planting Vines, Bearberry	1,500 only	0.60	900.00
Furnishing and Planting Vines, Ivy	2,500 only	0.30	750.00
Furnishing and Planting Bulbs	100 only	0.50	50.00
Inorganic Fertilizer, 10-16-8	24 cwt.	9.00	216.00
Organic Fertilizer, 5-3-2	10 cwt.	9.00	90.00
Manure Fertilizer	50 cu.yd.	8.00	400.00
Mulch	78 unit	35.00	2,730.00

1/2-inch Water Pipe	700 lin.ft.	$ 0.45	$ 315.00
3/4-inch Water Pipe	1,800 lin.ft.	0.50	900.00
1-inch Water Pipe	3,000 lin.ft.	0.55	1,650.00
1¼-inch Water Pipe	1,300 lin.ft.	0.70	910.00
1½-inch Water Pipe	1,160 lin.ft.	0.72	835.20
2-inch Water Pipe	660 lin.ft.	1.00	660.00
2½-inch Water Pipe	1,650 lin.ft.	1.10	1,815.00
1/2-inch Steel Water Pipe	280 lin.ft.	0.70	196.00
3/4-inch Steel Water Pipe	270 lin.ft.	0.80	216.00
2½-inch Steel Water Pipe	220 lin.ft.	5.00	1,100.00
4-inch Steel Water Pipe	40 lin.ft.	5.00	200.00
3/4-inch Gate Valves	1 only	12.50	12.50
1¼-inch Gate Valves	1 only	18.00	18.00
1-inch Automatic Section Valves	1 only	42.00	42.00
1¼-inch Automatic Section Valves	6 only	48.00	288.00
1½-inch Automatic Section Valves	20 only	55.00	1,100.00
2-inch Automatic Section Valves	1 only	60.00	60.00
3/4-inch Quick-Coupling Hose Valves	30 only	6.00	180.00
1/2-inch Manual Drain Valves	50 only	12.00	600.00
Pop-up Rotary Sprinkler Heads	90 only	42.00	3,780.00
Pop-up Nonrevolving Sprinkler Heads	80 only	8.00	640.00
Part-Circle Agricultural Rotary Sprinkler Heads	3 only	20.00	60.00
Shrubbery Sprinkler Heads	140 only	2.00	280.00
9-Section Automatic Controllers	1 only	400.00	400.00
19-Section Automatic Controllers	1 only	650.00	650.00
1½-inch Electrical Conduit	90 lin.ft.	4.00	360.00
Construct Entry Road & Landing	All Required		1,800.00
Irrigation Pumping Station	All Required		1,000.00
Irrigation Pump Installation	All Required		4,000.00
3-inch Steel Irrigation Supply Line	900 lin.ft.	3.50	3,150.00
Electrical Remote Pump Control	All Required		250.00
			$ 96,695.20
Flagging (60% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 96,795.20
	10% Engr. & Cont.		9,678.80
	Total		$106,474.00

Type Code Y022
Convenience Facilities (Sta. 3175+00 to Sta. 3226+00)(Contract 7154)

Type 8 Toilet Building	1 only	$17,000.00	$ 17,000.00
Extra Concrete	5 cu.yd.	40.00	200.00
Information Shelter	1 only	1,500.00	1,500.00
Picnic Table Shelter with Tables	6 only	1,400.00	8,400.00
Picnic Tables	6 only	200.00	1,200.00
Drinking Fountains	3 only	250.00	750.00

Litter Receptacles	7 only	$ 50.00	$ 350.00
4-inch Sewer Line	24 lin.ft.	3.00	72.00
10,000 Gallon Septic Tank	1 only	3,800.00	3,800.00
Size 8,500 Disposal Field	1 only	7,650.00	7,650.00
4-inch Bituminous Fiber Effluent Line	750 lin.ft.	1.85	1,387.50
Rearrange Tanks in N.B. Unit, Water Supply Building	All Required		500.00
1½-inch Steel Portable Water Supply Line	550 lin.ft.	1.80	[illegible].00
Flow Restriction Valve W/Enclosure	All Required		110.00
1½-inch Potable Water Supply Line	3,950 lin.ft.	1.25	4,937.50
6,000 Gallon Nonelevated Steel Reservoir	All Required		2,300.00
1½-inch P.V.C. Water Service Line	175 lin.ft.	1.00	175.00
	Subtotal		$ 51,322.00
	10% Engr. & Cont.		5,132.00
	Total		$ 56,454.00

Length of Project - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rest Area	$106,474.00	$ 98,220.00	$ 8,254.00
Convenience Facilities	56,454.00	52,080.00	4,374.00
Total	$162,928.00	$150,300.00	$12,628.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 610-1026

RECEIVED
OCT 16 1969
STATE COPY
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I-5-2(59)112

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7154

October 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7154
Prefix 610-1026
FAP I-5-2(59)112

Dear Sir:

The replacement planting work under Contract No. 7154, South Umpqua River Safety Rest Area (Southbound Unit) Section of the Pacific Highway in Douglas County, was completed September 29, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 9-29-69

Conditions noted on above date:

None

WNB

for E J Walach
R. E. Simpson
Division Engineer

VG:fw
cc Forrest Cooper
F. D. Morgan

RECEIVED
OCT 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1969

7-7-69

OSHD
Region
Wash DC

Bryant, Area Engr

Form PR-33 E
(REV. 3-66)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO. 8	REPORT NO.	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 6-8-69	REPORT MADE BY J.F.Biddiscombe, Trainee		PROJECT NO. I-5-2(55)112
COMPLETION DATE 5-23-68	ACCEPTANCE DATE BY CONTRACTING AGENCY 5-2-69	TIME ELAPSED 100 %	CONTRACT TIME spec.comp.date 12-31-67
APPROVED EXTENSIONS 144 days	LOCATION Pacific Hwy., 12 miles South of Roseburg		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

F.R. KLAS

SOUTH UMPQUA SAFETY REST AREA
PACIFIC HIGHWAY
Improvement

The work completed on this project consisted of constructing a safety rest area in the northbound area to include sanitary facilities, sewage disposal, potable water, shelters, seeding and planting, illumination and signing as well as investigation for sources of a water supply in the southbound area.

The initial total authorization was $159,464.81. The final cost of completing the work was $164,686.51 or an overrun of 3.3%. The contract time was extended by 98% or 144 days resulting in a significant overrun of 91% in engineering costs. The extension in time was granted as a result in a change of the plans for the irrigation system.

Only one major overrun was encountered. The original authorization for topsoil was 5900 CY. The final amount was 8627 CY, an overrun of 2727 CY (46%) amounting to $6681.15. The overrun was attributed to slope erosion and additional area.

The State's Materials Certification indicates that all materials were tested and accepted in accordance with the State's established policies and procedures with the following exceptions:

Item No. 8 - Class "C" Asphaltic Concrete - The contractor was assessed a penalty of $0.95 per ton for variations in gradation and/or asphalt content in excess of the mix design tolerances. The material was used

* NOTE: Not applicable for direct federal projects.

(more)

7-11-69

Madgard

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant W. N. Bryant Ass't Area Engr.		SIGNATURE R. E. Simpson Original signed by R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 7-7-69	TITLE Division Engineer	DATE 7-7-69

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED
UNTIL SUPPLY IS EXHAUSTED.

in walkways and parking areas and amounted to 161.64 tons.

Item No. 6 - Stone Base - Three of four "in place" record samples did not comply with specifications. Two samples failed with low sand equivalent values and one failed in gradation. The total quality used was 70 CY.

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JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DEPARTMENT

I-5-2(89)112
7154

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7154
Prefix 610-1026
FAP I-5-2(89)112

Dear Sir:

All work under Contract No. 7154, South Umpqua River Safety Rest Area (Southbound Unit) Section of the Pacific Highway in Douglas County, was completed on June 19, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 6-19-69

Conditions noted on above date:

All contact work, except
that required during the
"establishment period", was
found acceptable as of the
date shown above.

R. E. Simpson
Division Engineer

VG:fw
cc Forrest Cooper WNB
F. D. Morgan

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JUL 14 1969
OFFICE OF
STATE HIGHWAY E

RECEIVED
JUL 30 1969

6-19-69

FORM PR-33B
(REV. 3-68)

cc: OSHD (Klaboe)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

js

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ Semi-Final INSPECTION

REGION NO. 8	REPORT NO. 4	COUNTY Douglas	DIVISION Oregon
DATE OF INSPECTION 6-19-69	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-2(59)112
IN COMPANY WITH *See Below			
QUALITY OF WORK * Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED See Below*
			WORK COMPLETED See Below*

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

SOUTH UMPQUA RIVER SAFETY REST AREA (SB UNIT)
Pacific Highway (I-5)

* In Company With

Al Rear, Assistant Bridge Engineer, OSHD
John Quiner, Assistant Division Engineer, OSHD
Jens Svinth, Landscape Department, OSHD
John Hay, Landscape Department, OSHD
Howard Harris, Resident Engineer, OSHD
Jack McCormick, DMS, OSHD
Bruce Ray, Inspector, OSHD
Cliff Paul, Contractor

All contract work, except that required during the establishment period, some minor cleanup around the underground water reservoir, and replacement of three manzanita shrubs had been completed at the time of the inspection. The final estimated contract amount is $173,502.07, which includes $13,330.55 for engineering, and $12,441.28 for changes. The final estimated cost of work performed under contract items is $146,705.24 or approximately 0.8 percent less than the original contract amount of $148,017.20.

The contract specified a completion date of 12-31-68, which results in an overrun of contract time of 170 calendar days. However, 118 days were covered by a shutdown order. The contractor has submitted a request for a time extension of 56 days. The resident engineer indicated that he felt that the necessary 53 calendar days needed could be justified on the basis of electrical revisions made, the increase in roadside seeding, and a delay in getting the light poles delivered.

R. L. FORTER

(more)

Ref'd to
Morgan
7-23-69

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JUL 23 1969
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STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Changes:

During the life of the contract, the following changes were found necessary in order to complete the work in a satisfactory manner:

Change	Amount	Description of Work
PA#1	$660.00	Rental of dump truck for reshaping roadside areas. BPR Approval August 27, 1968.
PA#2	625.00	Roadside seeding of area between Rest Area parking lot and I-5. BPA Approval October 14, 1968.
PA#3-R	51.00 credit	Substitute sand for 3/4"-0 gravel as leveling course under sidewalks. BPR Approval October 10, 1968.
PA#4	3748.50	Revision of Electrical Supply System. BPR Approval October 4, 1968.
PA#5	468.00	Construct drainage sump in tree planting holes. BPR Approval December 12, 1968.
PA#6	No Change	Construct rock planter instead of concrete planter. BPR Approval December 14, 1968.
PA#7	1560.00	Furnish and install 240 feet of 8-inch perforated pipe including 90 CY trench excavation and 90 CY special backfill. BPR Approval April 24, 1969.
PA#8	3091.05	Remove existing AC walks and replace with PC Concrete walks. BPR Approval May 7, 1969.
PA#9	92.25 credit	Substitute Tamarix Juniper for Waukegan Juniper. BPR Approval May 28, 1969.
EWO#1	1000.00	Furnish and install seven additional litter receptacles. BPR Approval December 12, 1968.

In addition to the above, the State is processing PA#10 in the amount of $275.00 covering the contractor's cost of locating an existing 18-inch CMP which was not at the location shown on the plans.

Subcontracts:

A total of four subcontracts in the amount of $27,263.50 or approximately 18 percent of the contract amount was approved during the life of the contract.

(More)

Materials:

All material reports and certifications were reviewed and found to adequately cover the material incorporated into the work except for certifications covering a portion of the water pipe. The contractor is taking the necessary steps to obtain these certifications.

Remarks and Recommendations:

During the inspection it was noted that the light poles detracted considerably from the overall appearance of the rest area. While the poles used meet the current specification requirements it is felt that the specifications should be revised to eliminate the poor workmanship around the joints during fabrication.

No additional reports will be submitted on this project until after the establishment period which ends after the fall planting season.

I-5-2(59)112

Form [illegible]

5

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MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7154

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMEN

Contingent upon modification of project agreement if additional funds are required
DEC 12 1968
Date
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Umpqua River Safety Rest Area (Southbound Unit) **Date** April 3, 1969
Highway Pacific **Contract No.** 7154
County Douglas **Prefix** 610-1026
Contractor All-City Tree & Landscape Service **F. A. Project No.** I-5-2(59)112
Address 29 N.E. 148th Avenue, Portland, Oregon 97230 **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish & install 7 additional litter receptacles.

NOTED
F. B. KLABBE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Material	- - -	$ 482.46
Labor	- - -	517.54
		$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
7 additional litter receptacles required. Bid price was $50.00 for original receptacles. Contractor requested $150.00 per receptacles for additional ones.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $168,113.02
Present estimate of project cost, including $1,000.00 for work under this order $168,113.02
Expected under-run / over-run amount . . . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Howard R. Harris
Howard R. Harris **Resident Engineer**

Approval Recommended: /s/ Alfred A. Rear
Bridge Engineer

Approval Recommended: /s/ John Quiner II
Ass't. **Division Engineer**

Approved: /s/ F. D. Morgan ✓ 5-9-69

SP*23577-734

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DEC 27 1968
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Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 26, 1968

In reply refer to: 08-35-DB

I 5-2(59)112

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

7154

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I 5-2(59)112
South Umpqua River Safety Rest
Inspection-in-Depth

Enclosed is a copy of an Inspection-in-Depth covering the handling of Labor Compliance on the above-mentioned project.

The items in the findings have been resolved in the field for this project; thus, it is not considered necessary to have a followup inspection

Enclosure

orig to Morgan
12-2-68

F. B. [illegible]

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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-330
(REV. 3-68)

cc: OSHD(Klaboe)
Region (3cys)
Wash DC thru Region

File 439
Admin Mgr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

nig

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Douglas	PROJECT NUMBER I-5-2(59)112
DATE OF INSPECTION 11-7-68	PHASE(S) INSPECTED #22 - Labor Compliance		REPORT OR CONTROL NUMBER 8-35-68EID24

INSPECTION MADE BY

P. V. Riedl, Area Engineer
John Schultz, Asst Engr Coord

IN COMPANY WITH

Howard Harris, Res Engr, OSHD
Ed Pease, Office Engr, OSHD
John Walker, Asst Const Engr, OSHD
Carl Keasey, Div Engr, OSHD

REPORT PREPARED BY

P. V. Riedl, Area Engineer P V Riedl Area Engr.

CONTRACT AMOUNT $ 148,017.20

CONTRACTOR (Name and address)

All-City Tree and Landscape Service
29 NE. 148th Avenue
Portland, Oregon 97230

TIME ELAPSED 57 %

WORK COMPLETED 60 %

PROGRESS OF WORK Satisfactory

QUALITY OF WORK Satisfactory

LOCATION

On Interstate 5, approximately 3.0 miles north of Myrtle Creek, Oregon.

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

SOUTH UMPQUA RIVER SAFETY REST AREA (S.B. UNIT)
PACIFIC HIGHWAY
Improvement

This inspection-in-depth is the third in a series in which we are covering the State's procedures in carryingout the contract labor compliance requirements. This inspection covered the examination of the contract and the field procedures in handling the requirements set forth in the regulations for assuring compliance with the labor laws.

SUMMARY OF FINDINGS

The overall procedures as set forth and the handling of the requirements by the field office are considered to be satisfactory.

The contractor as yet has not placed the required posters, notices, and minimum wage rates on the project.

(more)

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

A number of payrolls submitted by the subcontractor and contractor required some minor corrections. These consisted of correct classifications, correct listing of an apprentice, and an address. The basic information, however, was considered to be satisfactory and the corrections can be handled by memorandums.

RECOMMENDATIONS

The resident engineer was instructed to have the contractor immediately place the necessary posters on the project in a conspicuous location so all employees could refer to the schedules and other information.

The corrections necessary for compliance on this project are considered to be of a minor nature and would not require amended payrolls. However, it was recommended during the meeting that the necessary corrections be covered by requiring the contractor to furnish this information by letter.

Review and checking of the payrolls in the field office is considered as satisfactory. Interviews have been made on all crafts of the work accomplished to date and these are on file in the field office.

APPENDIX

Approved guidelines have been prepared and followed in this inspection. These guidelines, notes, and other papers are on file in the Division office.

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

I-5-2(59)112
7154

August 30, 1968

All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7154 for improvement in the South Umpqua River Safety Rest Area (Southbound Unit) on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
cc U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon

Gresham Insurance
101 North Main
Gresham, Oregon

P.S. The above contract was issued to All-City Tree & Landscape Service, a partnership.

bc L. H. Young
F. D. Morgan
I. D. Merchant
C. T. Keasey
Howard Harris

RECEIVED
AUG 1 5 1968

xxxxxxxxxxxxxxxxxxxxxx
xxxxxx

[illegible], Member
Portland
I-5-2(59)112
1154

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 6, 1968, is requested in the award of contract for the S. Umpqua River Safety Rest Area, Project No. I-5-2(59)112.

The contractor receiving the award is All-City Tree & Landscape Service, in the amount of $148,017.20, with Contract No. 7154 assigned. This bid was received on August 1, 1968, and awarded August 9, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved as conflicts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date:______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUL 11 1968

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-2(59)112

SECTION: SOUTH UMPQUA RIVER

WORK: SAFETY REST AREA IMPROVEMENT

COUNTY: DOUGLAS

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-2(59)112 Klaboe
7154

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: JULY 2, 1968

DATE AUTHORIZED: JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
☐ UTILITY ADJUSTMENT.
☐ RIGHT OF WAY.
☐ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE, YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN THE AMOUNT OF $100.00.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT ARE HEREBY CONDITIONALLY APPROVED WITH THE UNDERSTANDING THAT YOU WILL MAKE ANY CHANGES FOUND NECESSARY UPON COMPLETION OF OUR REVIEW. YOU ARE AUTHORIZED TO ADVERTISE THE PROJECT FOR BIDS. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECT AND WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S JUNE 20TH AND JUNE 26TH REPORTS.

7-10-68
REFERRED TO
[illegible]
Deputy State Hwy. Engr

OFFICE USE

DATE: JULY 2, 1968

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUN 19 1968
FOR FILING
I-5-2(59)112
7754

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 13, 1968

In reply refer to: 08-35.EC/710.11

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 5, 1968 letter requested the inclusion of two items in this program. These two Stage 2 projects are approved effective today:

Item	Project	Location	Work
540	I-5-2(59)112	S. Umpqua Rest Area	Convenience facilities
541	I-80N-2(41)42	E. & W. Cascade Locks	Illumination

This action provides for improvement on Interstate highways at a total estimated cost of $222,000 of which $204,000 is reserved as Federal-aid Interstate funds.

6-19-68
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 I-5 3.0 Mi. North of Myrtle Creek	**ADT**	PRESENT 8,800	FUTURE (66) (70) 16,100	YEAR (71) (72) 88

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Convenience Facilities and Landscaping	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL-AID I-5

ESTIMATED PROJECT COST B

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		I-5 3.0 Mi. North of Myrtle Creek (S. Umpqua Rest Area Southbound)			
5		6-5-68			**ROW**					
5					**CONST** (CODE)			0.0	173,000	159,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	173,000 (16) (23)	159,000 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Fo

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 8,800	FUTURE 16,100	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 540

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) I-	NUMBER 5 - 2	SEQ. NO. (59)	I. Projects Only POST MI. 112	DESIG.

COUNTY NAME Douglas CODE 019

ROUTE NO. I FEDERAL-AID I-5 STATE U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Southbound Area Sanitary facilities, sewage disposal, potable water system (Extended from NB area), picnic tables, sun and info. shelters, irrigation system, lawn, roadside seeding, trees, shrubs, vines, illumination and signing.
0.0	173,000	159,000	14,000		ROW - 300' Normal; Access Control - Full;
0.0	173,000	159,000	14,000		Parking Restrictions - Complete

REMARKS

Additional Data: Items 336, 355, 437, 473 and 494; Projects I-5-2(28), (32), (51), (54) and (55).

For 37B on R/W-1; R/W-F; Sanitary Facility - Y.

USCOMM DUSCOMM-DC 48908-P61

310-1736 Glendale (Montgomery Avenue) 1968
City Street (Grading & Paving)
#7155

1847
3493

SCA

OREGON STATE HIGHWAY DEPARTMENT Date January 7, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7155 Prefix 310-1736 Survey Prefix 310-1407

Street Montgomery Avenue

City Glendale

Payments to Contractor..(See attached voucher.)	$ 12,312.06
Permanent traffic signs	36.67
Engineering and Contingencies..........................	2,242.77
Survey... Total: $ 984.62 Pro-rata Share.......................	—
TOTAL............	$ 14,591.50
Agreed State Share	14,591.50
Agreed City Share	$ —
City Advance Deposit	$ —

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT **CONTRACT PAYMENT VOUCHER** FORM A-20 (REV. 6-63)	COUNTY DOUGLAS	CONTRACT NO. 7155	ESTIMATE NO. 2 Fin
	HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
	SECTION GLENDALE /MONTGOMERY AVE/		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	200.0000	1.00
002	CLEARING AND GRUBBING	LUMP SUM	700.0000	1.00
003	EMBANKMENT IN PLACE	CU YDS	2.1000	573.90
004	FINISHING ROADBED AND SLOPES	MILE	1,000.0000	.00
005	WATERING	M-GALS	5.0000	9.20
006	3/4 IN-0 MATERIAL IN BASE	CU YDS	6.5000	221.80
007	STONE BASE	CU YDS	4.7500	560.85
008	CLASS B ASPHALT CONCRETE	TONS	13.5000	331.70
009	EXTRA FOR A C CONC APPROACHES	ONLY	50.0000	4.00
010	EXTRA FOR A C WALKS	SQ YDS	2.0000	133.30
011	TYPE 1 GUARD RAIL	LIN FT	6.0000	155.00
	PRICE AGREEMENT ITEMS			
30101	CR FOR NON-SPEC 3/4IN-0 BASE MAT	CU YDS	.1000-	221.80
	FORCE ACCOUNT ITEMS			
801 F	CONSTRUCT A C BERM			

DATE 08/25/68 7155	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 10034	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/md	FORCE ACCOUNT
ENGINEER OR AUDITOR A. I. Charman	TOTAL PAYMENTS

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
7155	2 Final	310-1736-201 (41)	505.63 Dr.
FEDERAL AID PROJECT NO.		310-1736-204 (41)	657.68 Dr.

OMERY AVE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	200.0000	1.000	200.00	180.00	20.00
LUMP SUM	700.0000	1.000	700.00	630.00	70.00
U YDS	2.1000	573.900	1,205.19	1,205.19	
MILE	1,000.0000	.080	80.00	80.00	
M-GALS	5.0000	9.200	46.00	46.00	
CU YDS	6.5000	221.800	1,441.70	1,378.00	63.70
CU YDS	4.7500	560.850	2,664.04	2,664.04	
TONS	13.5000	331.700	4,477.95	4,401.00	76.95
ONLY	50.0000	4.000	200.00	100.00	100.00
SQ YDS	2.0000	133.300	266.60	213.40	53.20
LIN FT	6.0000	155.000	930.00	930.00	
CU YDS	.1000-	221.800	22.18-	21.20-	.98-
			122.76		122.76
TOTAL CONTRACT ITEMS			12,189.30	11,806.43	382.87
% RETAINED ON CONTRACT ITEMS				657.68	657.68
FORCE ACCOUNT			122.76		122.76
TOTAL PAYMENTS			12,312.06	11,148.75	1,163.31

RECEIVED
SEP 27 1968
FOR FILING

310-1736
7155

September 27, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 12, 1968, on Contract No. 7155. The contract was with Roseburg Paving, Inc., and was for grading and paving Montgomery Avenue in the city of Glendale in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be on the agenda for confirmation at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
C. T. Keasey

RECEIVED
SEP 30 1968

FOR FILING

310-1736
7155

September 27, 1968

Fidelity and Deposit Company
of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7155 awarded to Roseburg Paving, Inc., for grading and paving the Montgomery Avenue in the city of Glendale, Douglas County, was completed on September 12, 1968, and accepted by the Highway Commission on September 27, 1968.

Final payment in the amount of $1,163.31 will be released to the contractor after October 4, 1968. The total contract amount is $12,312.06 including $122.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Fidelity and Deposit Co. of Maryland
Baltimore 3,
Maryland

L. H. Young
C. H. Maison
Attn: John Herr

310-1736
7155

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Glendale (Montgomery Avenue)	WEEK ENDING: September 21, 1968
		SECTION PREFIX 310-1736
	HIGHWAY City Street	COUNTY Douglas
NAME OF JOB Glendale (Montgomery Avenue)	KIND OF WORK Grading & Paving	
CONTRACTOR Roseburg Paving, Inc.	CONTRACT NUMBER 7155	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 8-9-68	DATE WORK STARTED 8-13-68	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 40	WORK DAYS USED CALENDAR DAYS USED 23
PROJECT AUTHORIZATION: $ 15,347.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 58
EXCLUSIVE OF ENGINEERING: $ 14,006.65	ENGINEERING AUTHORIZATION $ 1,340.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,458.33	ENGINEERING COST TO DATE $ 1,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: XXXXX UNDERRUN 11 %	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: September 12, 1968

Semi-Final Estimate Submitted [redacted]
9-18-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	610	870			350
TOTAL QUANTITIES CORRECTED TO DATE	574	783			332
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	574	783			332
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Light Showers			
THURSDAY	Showers			
FRIDAY	Partly Cloudy			
SATURDAY				

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to the Division Office 9-19-68

FINAL REPORT.

SIGNED LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F218

NOTED
H. S. COX

Fred W. Hill, Member, ,Pendleton
Thaddeus Bruno, Portland

August 1, 1968

Mr. Donald H. Blakely
City Recorder
City Hall
Glendale, Oregon 97442

Dear Mr. Blakely:

On August 1, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Montgomery Avenue in Glendale. The apparent low bid was submitted by Roseburg Paving, Inc. of Roseburg. The anticipated cost based on the bid is as follows:

Contractor's bid	$13,153.50
Anticipated additional items	250.00
Total	13,403.50
Engineering & contingencies (14-1/2%)	1,943.51
TOTAL ANTICIPATED COST	$15,347.01

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

RU / Dnt

Richard Unrein
Field Engineer

RU:cb

bc L. H. Young
C. T. Keasey

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

GLENDALE (MONTGOMERY AVENUE) SECTION

CITY STREET

DOUGLAS COUNTY

State Project
0.08 mi. Grading and Paving

Bids Received August 1, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 400.00
2.	All Specified	Clearing and Grubbing		1,000.00
3.	610 cu.yd.	Embankment in Place	$ 1.25	762.50
4.	0.08 mile	Finishing Roadbed and Slopes	1,200.00	96.00
5.	22 M-gal.	Watering	4.00	88.00
6.	220 cu.yd.	3/4" - 0 Material in Base	5.25	1,155.00
7.	650 cu.yd.	Stone Base	5.00	3,250.00
8.	350 ton	Class "B" Asphalt Concrete	14.00	4,900.00
9.	6 only	Extra for A.C. Conc. Approaches	40.00	240.00
10.	140 sq.yd.	Extra for A.C. Walks	2.00	280.00
11.	160 lin.ft.	Type 1 Guard Rail	3.50	560.00
			For Comparison of Bids	$12,731.50

3.3% over Est.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$12,731.50	13,153.50
Anticipated Additional Items:			
Flagging	$100.00		
Signing (Perm.)	150.00		
		250.00	250.00
		$12,981.50	13,403.50
Engr. & Cont. (14½%)		1,882.32	1,943.51
Estimated Net Authorization, Constr.		$14,863.82	$15,347.01

ok

RECEIVED
JUL 1 - 1968
ENGINEER
COUNTY & CITY DIVISION

6-24-68

SLOPE EASEMENT

KNOW ALL MEN BY THESE PRESENTS that School District No. 77, Douglas County, Oregon, hereinafter called grantors in consideration of One Dollar ($1.00) and other good and valuable consideration paid by the City of Glendale, a Municipal corporation, hereinafter called grantee, receipt and sufficiency of which is hereby acknowledged, does hereby grant, bargain, sell, transfer and convey to said grantee, its successors and assigns, a permanent easement for slopes, covering the following described real property, to-wit:

> A parcel of land lying in Sections 4 and 5, Township 33 South, Range 6 West, W.M., Douglas County, Oregon; the said parcel being described as follows: BEGINNING at the intersection of the Northerly line of Montgomery Avenue with the Easterly line of First Street in the City of Glendale, Douglas County, Oregon; thence Easterly along the Northerly line of said Montgomery Avenue 145 feet; thence Northwesterly in a straight line to the Easterly line of said First Street at a point 15 feet Northerly of the place of beginning; thence Southerly along said Easterly line to the place of beginning
>
> The parcel of land to which this description applies contains 1,088 square feet, more or less.

Grantee shall have the right to construct, reconstruct, improve, maintain, supervise and/or repair the portion or portions of the streets of the City of Glendale for which the real property hereinabove described is or may be necessary or desirable and in consideration of benefits that will inure thereby to other real property owned by grantee.

To Have and To Hold said easement unto the grantee, its successors and assigns forever.

The true and actual consideration for this easement is $

Signed by authority of the School Board with the seal of School District No. 77 this 24th day of June, 1968.

By Rodney G Swanson
Chairman

By Louis Brady
Clerk

STATE OF OREGON]
] ss
County of Douglas]

June 24, 1968

Personally appeared Rodney Swanson, Chairman of the School Board of School District No. 77, and Louis Brady, Clerk of the School District No. 77 and that the seal affixed hereto is its seal and that this easement was voluntarily signed and sealed in behalf of the School District by authority of its School Board.

Mable Stapleton
Notary Public for Oregon
My Commission Expires: Aug. 2, 1968

File 42566

REAL ESTATE OPTION

Grantor School District No. 77 Mail Address

(Douglas County) Agent

Section Glendale (Montgomery Avenue) County Road City Street

Purpose Easement Desc. Checked by HRS 4-11-68a 1R-4-326

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Douglas County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Sections 4 and 5, Township 33 South, Range 6 West, W.M., Douglas County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the Northerly line of Montgomery Avenue with the Easterly line of First Street in the City of Glendale, Douglas County, Oregon; thence Easterly along the Northerly line of said Montgomery Avenue 145 feet; thence Northwesterly in a straight line to the Easterly line of said First Street at a point 15 feet Northerly of the place of beginning; thence Southerly along said Easterly line to the place of beginning.

The parcel of land to which this description applies contains 1,088 square feet, more or less.

jb

ORIGINAL

NOTE: Regardless of anything herein to the contrary, this option is for a slope easement only, and where "County" is stated, it means "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occcupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of .... DOLLARS ($........................) (of which $........................ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

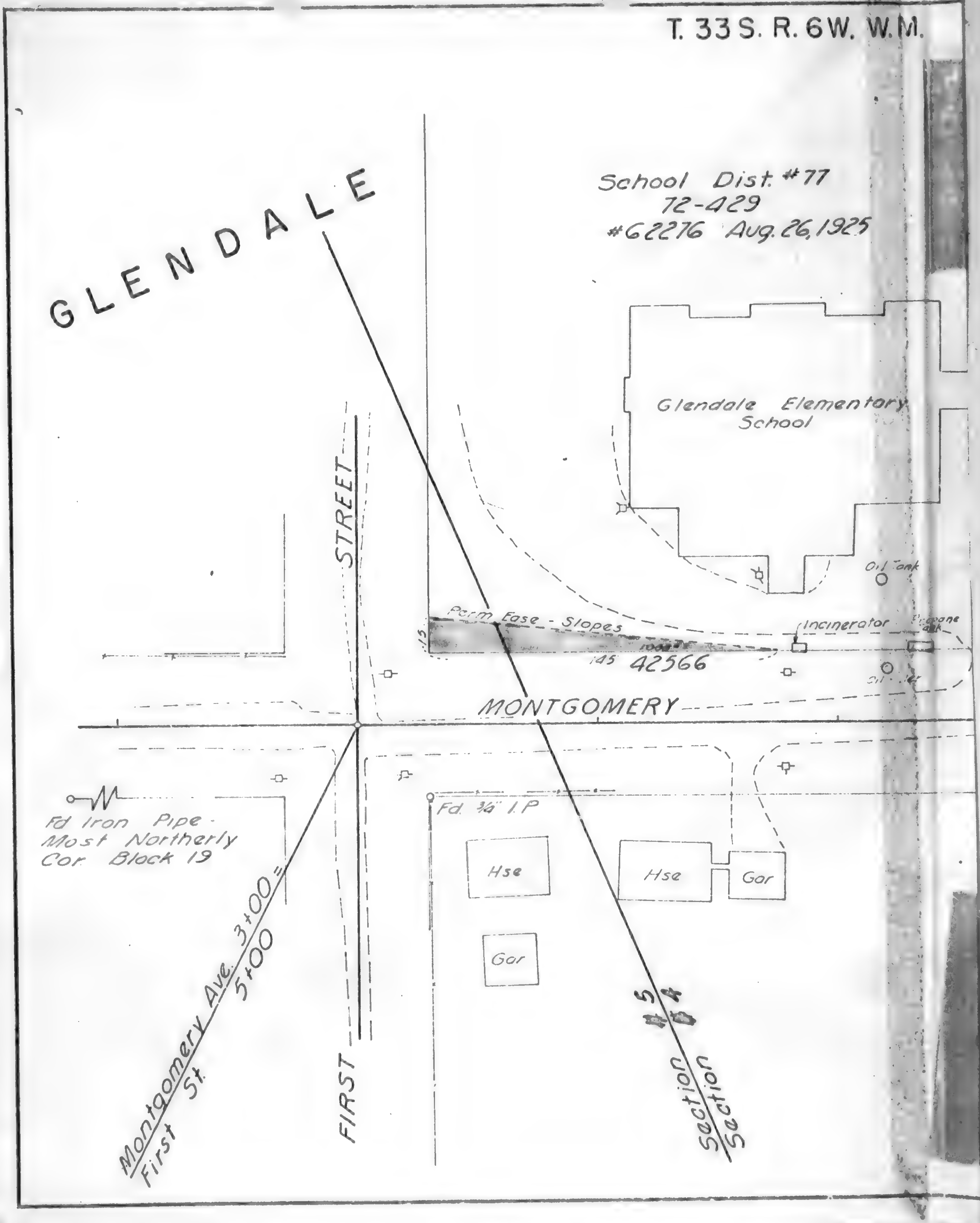
The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

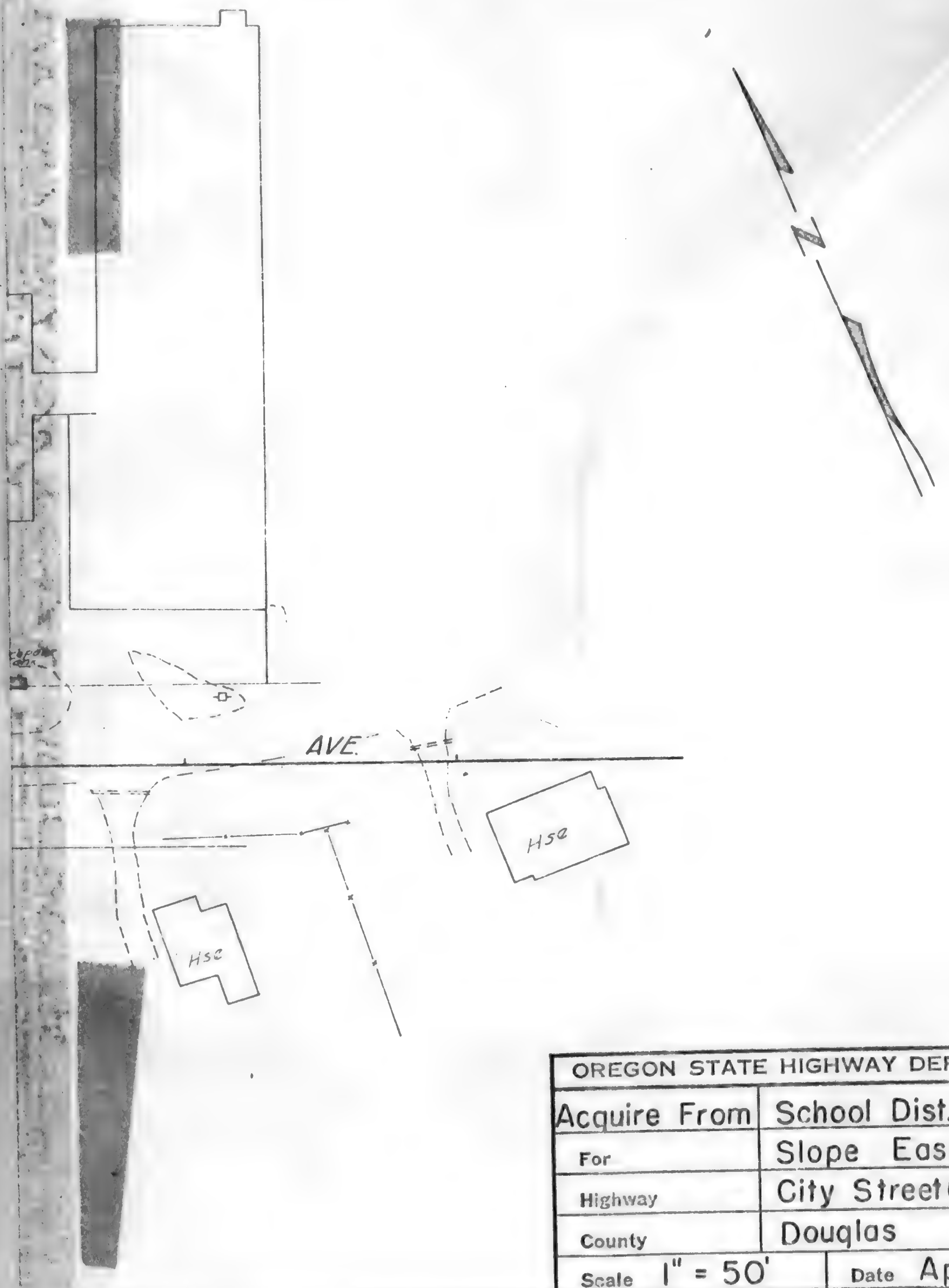
Dated this 24 **day of** June, **19**68

Witnesses:
Rodney G. Swanson (SEAL)
R. E. Olac
Sonia T. Brady (SEAL)
(SEAL)
(SEAL)

SCHEDULE OF MOVING WORK


T. 33 S. R. 6W. W.M.
GLENDALE
School Dist. #77
72-429
#62276 Aug. 26, 1925
Glendale Elementary School
Oil Tank
Perm Ease - Slopes
15
1008
145
42566
Incinerator
Propane Tank
Oil Tank
STREET
MONTGOMERY
Fd Iron Pipe - Most Northerly Cor. Block 19
Fd. 3/4" I.P.
Hse
Hse
Gar
Gar
Montgomery Ave. 3+00 =
First St. 5+00
FIRST
5
4
Section
Section

1R-4- 326



OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	School Dist. No. 77
For	Slope Easement
Highway	City Street (Glendale)
County	Douglas
Scale 1" = 50'	Date April 1968

APR 15 1968

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

SUBJECT: Right-of-way
1968 Special City Allotment Project
Montgomery Avenue
City of Glendale

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Glendale, Oregon, this 17 day of June, 1968.

GLENDALE CITY COUNCIL

By R. E. Ploe
Mayor

By Donald N.
Recorder

RECEIVED
JUN 18 1968
ENGINEER
COUNTY & CITY DIVISION

copies to: C.T. Keasey
F.D. Morgan

RECEIVED
JUN 18 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

May 3, 1968

Mr. Donald H. Blakely
City Recorder
City Hall
Glendale, Oregon 97442

Dear Mr. Blakely:

Enclosed is one option form, in triplicate, covering a slope easement to be acquired in connection with the 1968 Special City Allotment project on Montgomery Avenue in Glendale.

This option form is for your use in acquiring the easement. After the option has been properly executed, it should be presented to your City Attorney who should, in turn, prepare an easement and have it recorded with Douglas County. When you have secured the easement, please execute the two enclosed right of way clearance certificates and forward one copy to this office.

This project, due to our delay in preparing the option, is now scheduled for our July 25, 1968, bid opening. In order to comply with the July 25 date, the easement for this project must be secured five weeks prior to opening of the bids; i.e., by June 20.

We are enclosing one print of Map No. 1B-4-326 covering this project. If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:sb
Encls.

bc: C.T. Keasey
E. F. Saling
F. D. Morgan

NOTED
DON HARWELL

5CH

CITY OF GLENDALE

DOUGLAS COUNTY
OREGON

.7064

REFERRED TO
admin
BY SECRETARY

April 19, 1968

Klaboe

NOTED
H. S. COX

Oregon State Highway Department
Salem, Oregon

being incorp. into plans [illegible]

Dear Sirs:

It is the desire of the City of Glendale and The Glendale School Dist that a 4 foot walk way be included in this project. This walk way should be be between the guard rail and the school property.

City of Glendale
Donald H. Blakely
Donald H. Blakely
Recorder

RECEIVED
APR 23 1968
ENGINEER
COUNTY & CITY DIVISION

cox handling
4-23-68

RECEIVED
APR [illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
RICHARD UNREIN

RECEIVED
APR 22 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix

April 4, 1968

Mr. Donald H. Blakely
City Recorder
City Hall
Glendale, Oregon 97442

Dear Mr. Blakely:

Enclosed are two preliminary plans for the 1968 Special City Allotment project on Montgomery Avenue.

Please review and, if you approve, return one print with your approval noted thereon.

We are presently preparing the description for the slope easement and will forward it to you in the near future. This project is presently scheduled for our June 6 bid opening.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

by

RU

Richard Unrein
Field Engineer

NOTED
RICHARD UNREIN

4-19-68 called City: they wish
4' walkway - will require
larger easement - Sample informal
Letter coming.
RU

RU:eb
Encl.

NOTED
MAINOR C. HOLMES

9:30 AM 4-5-68

As per request of Frank Hall I called Mr. Blakely and apprised him of the possible hazard to school children walking along the guardrail. I asked him to bring this matter up with the City. If they thought it would be a hazard we could construct a gravel foot path (4') behind the guardrail, which would require a larger slope easement. RU

NOTED

NARRATIVE REPORT
Glendale (Montgomery Ave)
March 1968   Douglas County

Authority for Survey and Prospectus for this project were submitted January 3rd, 1968 and approved copy of Authority for Survey received in late January. Field work started February 8th, 1968 completing field work in two days.

This survey was made to prepare plans for a contract project to grade and pave Montgomery Avenue in Glendale from the westerly side of First Street to the westerly side of Molly Street. Pavement will be 24 feet wide with 4-foot gravel shoulders. To better fit the slope of the ground and the cross streets it is planned to use a shed roof section rather than the normal crown.

The center line of the street as now constructed does not·co-incide with the true street center line. In order to construct the new pavement on the correct street center line a small bin-type retaining wall is needed on the left slope station 5+25 to 6+35. This will allow the new street to fit the alignment of the existing street to the west, and will also prevent interference with existing gas, water and sewer lines.

Excavation and embankment on this project will about balance and no haul will be required. We have prepared "Statement of Material Sources" for the project, but due to the small quantities involved commercial sources at Glendale, Grants Pass or Roseburg seem the most practical.

A. L. Chapman

A. L. Chapman
Resident Engineer

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

GLENDALE (MONTGOMERY AVENUE)

City Street Douglas County

SUMMARIES OF QUANTITIES AND COST

ITEM	Unit	Net Quantity	Allowance	Total Quantity	Unit Cost	Amount
1. Clearing & Grubbing	All	All	--	All	Lump Sum	$ 1,000.00
2. Drainage Excavation Unclass.	Cu. Yd.	12	3	15	6.00	90.00
3. Structural Excavation	Cu. Yd.	56	4	60	5.00	300.00
4. General Excavation Unclass.	Cu. Yd.	380	40	420	2.00	840.00
5. Finishing Roadbed & Slopes	Mile	0.08	--	0.08	2,500.00	200.00
6. Watering	M-Gal.	45	5	50	4.00	200.00
7. 12-inch Culvert Pipe	Lin. Ft.	48	6	54	6.00	324.00
8. Bin Type Retaining Wall	All	All	—	All	Lump Sum	3,300.00
9. Special Backfill in Wall	Cu. Yd.	111	9	120	6.00	720.00
10. 1½" - 0 Crushed Mat'l in Base	Ton	967	93	1,060	3.00	3,180.00
11. ¾" - 0 Crushed Mat'l in Base	Ton	289	31	320	3.25	1,040.00
12. ¾" - 0 Aggregate in Binder	Cu. Yd.	10	1	11	8.00	88.00
13. RC-250 Asphalt in Binder	Ton	1.6	0.4	2	100.00	200.00
14. Class "B" Asphaltic Concrete	Ton	239	21	260	12.00	3,120.00
15. Extra for Paving Approaches	Each	4	1	5	40.00	200.00
16. Metal Guard Rail	Lin. Ft.	175	15	190	2.50	475.00
17. Rail End Pieces	Each	2	--	2	6.00	12.00
				Sub-Total		$15,289.00
		Engineering & Contingencies 20%				3,057.80
				Total		$18,346.80

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

310-1Z-B
71535

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FEB 1 1968
FOR FILING

Section MONTGOMERY AVENUE Highway City of Glendale County Douglas Prefix 310-1407

Res. Engr. A. L. Chapman Approx. Length 0.08 Miles. Sta. ______ to Sta. ______ Date 2-13-68

Truck A.D.T. 9 Traffic Coefficient 5.2 18 kip s.a. per day 2 (Automobiles not considered)

Annual Precipitation 18"+ Frost Penetration ------.

(1)
Typical Soil

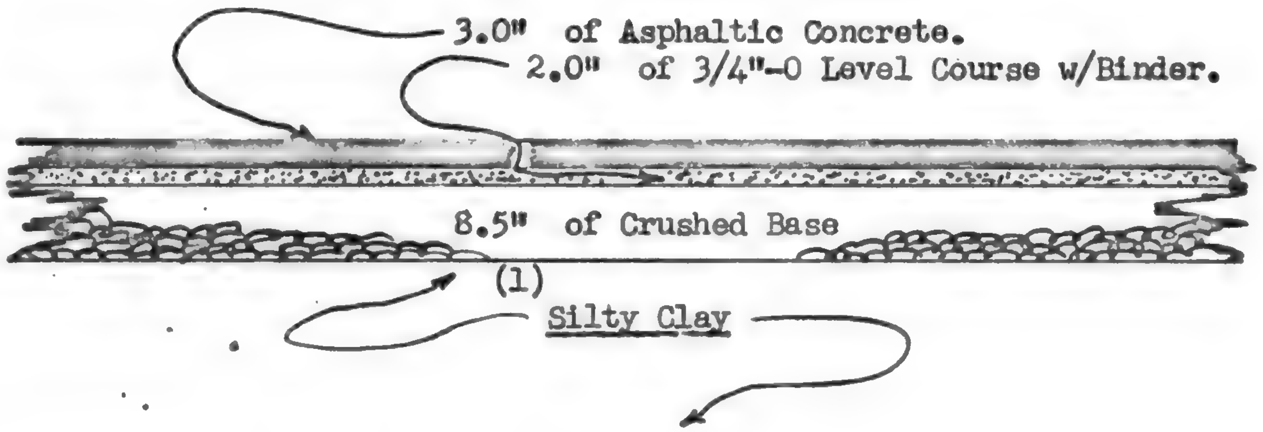
47	LL
13	PI
94	%P 10
71	%P200
6	%Gravel
9	%C Sand
14	%F Sand
27	%Silt
44	%Clay
10	"R" Value
	[redacted]

AASHO CLASSIFICATION:

A-7-5 (10)

MATERIAL SOURCES:

To be determined by the Engineer.



3.0" of Asphaltic Concrete.

2.0" of 3/4"-0 Level Course w/Binder.

8.5" of Crushed Base

(1)

Silty Clay

CBE Total Req.	Credit	Actual Thick	
	6.0	3.0	A.C.
	2.0	2.0	Level
	8.5	8.5	Cr. Base
16.5	16.5	13.5	

4 13 17

Note:
The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

NOTED
F. B. KLABOE

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

MONTGOMERY AVENUE
City of Glendale
Douglas County

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

TRAFFIC ANALYSIS

SECTION: MONTGOMERY AVENUE
HIGHWAY: City of Glendale
COUNTY: Douglas

50 Present ADT (1967)
12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	4	1.7	7	6	450	2700
3	2	1.7	3	3	1000	3000
4	0				1250	
5	0				3180	
6	0				2570	
				9	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5700
TWENTY YEAR EWL 114,000
TRAFFIC COEFFICIENT 5.2

SECTION: MONTGOMERY AVENUE

HIGHWAY: City of Glendale

COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: No problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (0.08 mi). See items 6 & 12.

RECEIVED
FEB 16 1968

310-1736

7155

February 15, 1968

City of Glendale
City Hall
Glendale, Oregon 97442

MISC. CONTRACTS and
AGREEMENTS No. 3493

Attention: Mr. Donald H. Blakely
City Recorder

Gentlemen:

Attached for your records is an agreement covering improvement to Montgomery Avenue from First Street to Molly Street in your city.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed copy)

RECEIVED
FEB 1 - [illegible]

FOR FILING
310-1736
7155

1-30-68

Prefix No. 310-1407

LOCATION PROSPECTUS
GLENDALE (MONTGOMERY AVENUE) SECTION
CITY STREET - DOUGLAS COUNTY

HIGHWAY: Montgomery Avenue, a city street. Not on State or Federay Highway system.

TERMINI: First Street on the westerly end and Molly Street on the easterly end.

LENGTH: 0.08 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations will be conducted. No special drainage problems are anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

BASE: Tentative base design for construction is:

3 " A. C.
2 " Leveling
8-1/2" Crushed Base
13-1/2" Total

R. L. PORTER
NOTED
FORREST COOPER

MATERIAL: Commercial sources.

ADDITIONAL FACILITIES: None.

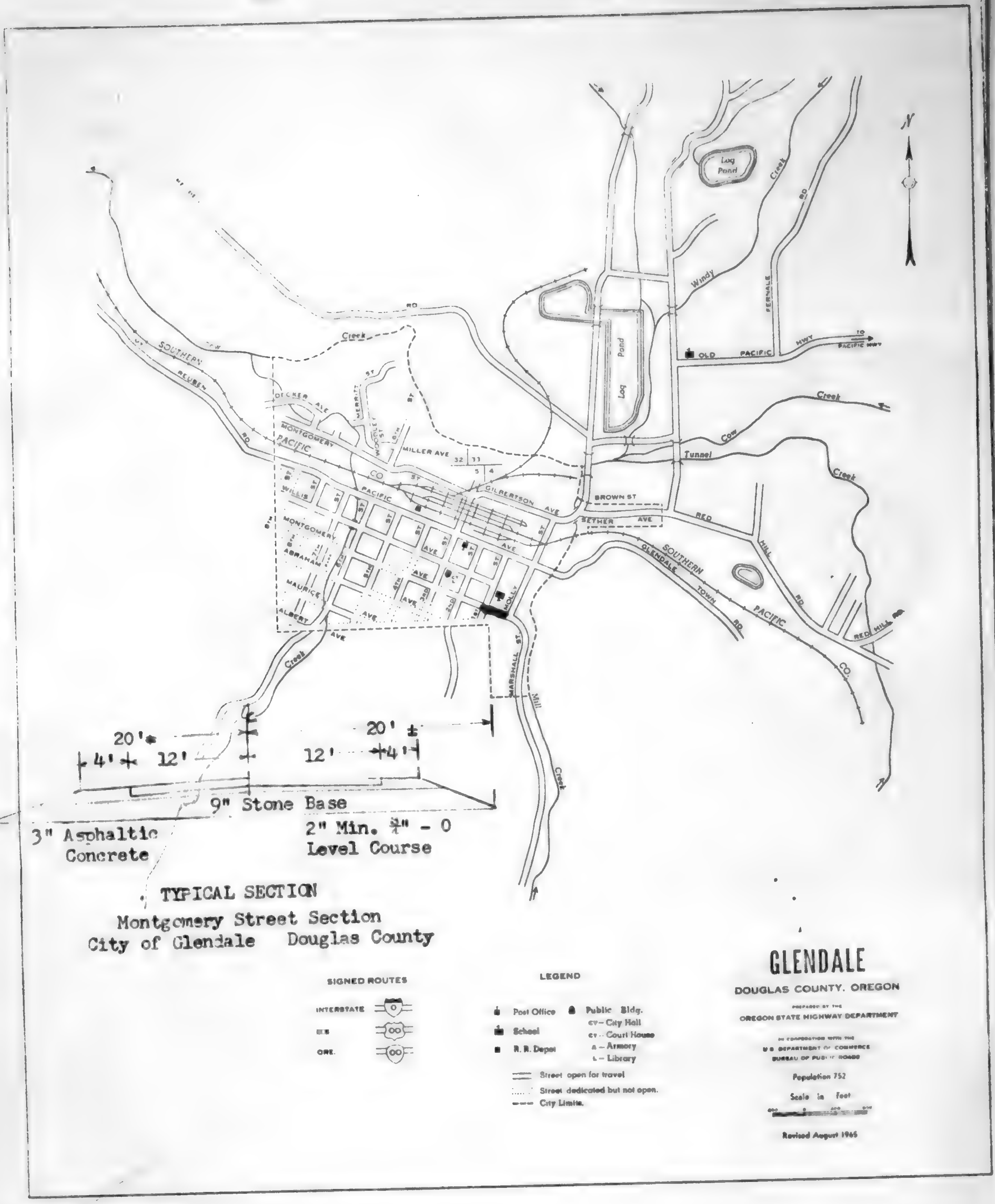
AGREEMENTS: Routine agreements for Special City Allotment Project.

PARKS: None.

January 30, 1968
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER


N
Log Pond
Log Pond
Creek
Windy
FERNALE RD
OLD PACIFIC HWY
TO PACIFIC HWY
Cow Creek
Creek
Tunnel
BROWN ST
BETHER AVE
RED HILL RD
RED HILL RD
SOUTHERN PACIFIC CO.
GLENDALE TOWN RD
SOUTHERN PACIFIC CO
REUBEN RD
RD
Creek
DECKER AVE
MERRITT ST
WOOLLEY ST
MILLER AVE
MONTGOMERY
PACIFIC
GILBERTSON AVE
WILLIS
MONTGOMERY
ABRAHAM
MAURICE
ALBERT AVE
HOLLY
MARSHALL ST
Mill Creek
Creek
20'±
20'±
4'
12'
12'
4'
9" Stone Base
3" Asphaltic Concrete
2" Min. ¾" - 0 Level Course
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CY – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.
GLENDALE
DOUGLAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 752
Scale in Feet
Revised August 1965

TYPICAL SECTION

Montgomery Street Section
City of Glendale Douglas County

[illegible]

S.C.A. INVESTIGATION DATA

City of GLENDALE Date [illegible]-67, 1967 Division III
Street (s) [illegible]
No. previous projects 4
Last project 1959 (year)
Total SCA Funds to date $ 45,166

EXISTING

Surface now in place: A.C. — Oil — Gravel — Concrete ____
Surface width: [illegible] feet, Shoulder-shoulder width: [illegible] feet
C-C width: — feet, Right-of-way width: [illegible] feet

Remarks: [illegible]

only 1st St. Mollys

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete ____
Pave width: [illegible] feet Shoulder width: [illegible] feet C-C width: — feet
Thickness of: A.C. [illegible] inches, Leveling [illegible] inches, Base [illegible] inches
Length: 125 feet, .02 mile. Type curb: —

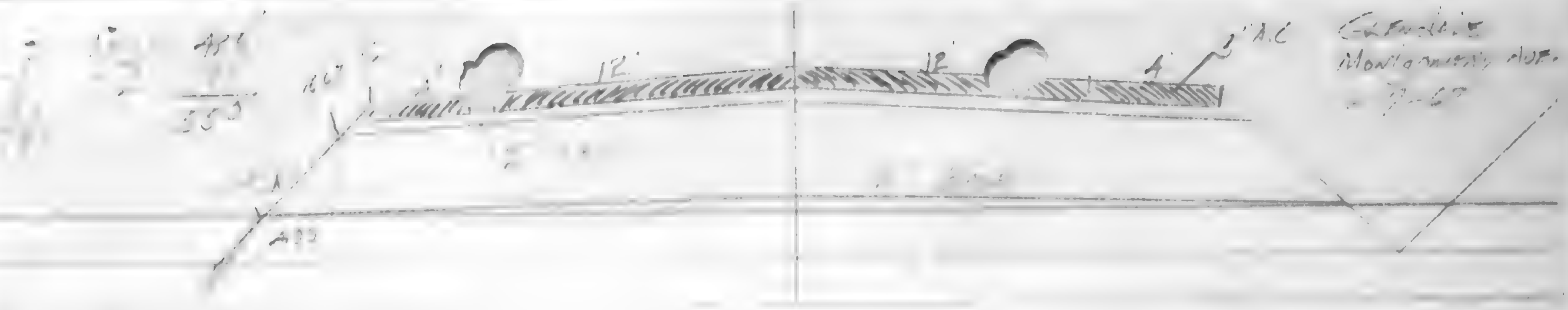
Remarks: [illegible]

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ [illegible]
General Excavation	c.y.	2000	1.25	2,500.00
Drainage Excavation	c.y.	10	5.00	50.00
12" Culvert Pipe	lin. ft.	100	4.50	450.00
Base Material (1-1/2-0)	c.y.	1100	4.75	5,225.00
Level Material (3/4-0)	c.y.	[illegible]	5.00	825.00
Asphalt	ton	[illegible]	14.00	4,970.00
Inlets	ea.	—	—	
~~Manholes~~ GUARDRAIL	~~ea.~~	200	4.00	800.00
Concrete Curbs	c.y.	—	—	
Concrete Walks and Drives	sq. yd.	—	—	
Watering	M/gal.	35	5.00	175.00
Extra for Approaches	ea.	7	40.00	280.00
Adjust. Inlets and M.H.'s	ea.	—	—	
Other Binder	All	[illegible]	[illegible]	350.00

* Items include 10% allowance.

Total $ 15,925.00
Engineering & Contingencies (20%) 3,185.00
TOTAL $ 19,110.00
City's Estimated Share of Survey —
TOTAL ESTIMATED COST $ 19,500


12'
12'
4'
3" A.C
Glendale
Montgomery Ave.
7-67

GEN EXC = 1.5 X 50 X [illegible] X 1.1 / 27 = 2,000 c.y.

DR EXC = 2.0 X 1.0 X 100 / 27 = 10 c.y.

12" BASE 1.0 X 31.2 X [illegible] X 1.43 / 27 = 1,085 c.y.

[illegible] = .17 X 33.3 X 550 X 1.43 / 27 = 163 c.y.

3" A.C. = 64.2 X 5.5 = 353 Ton.

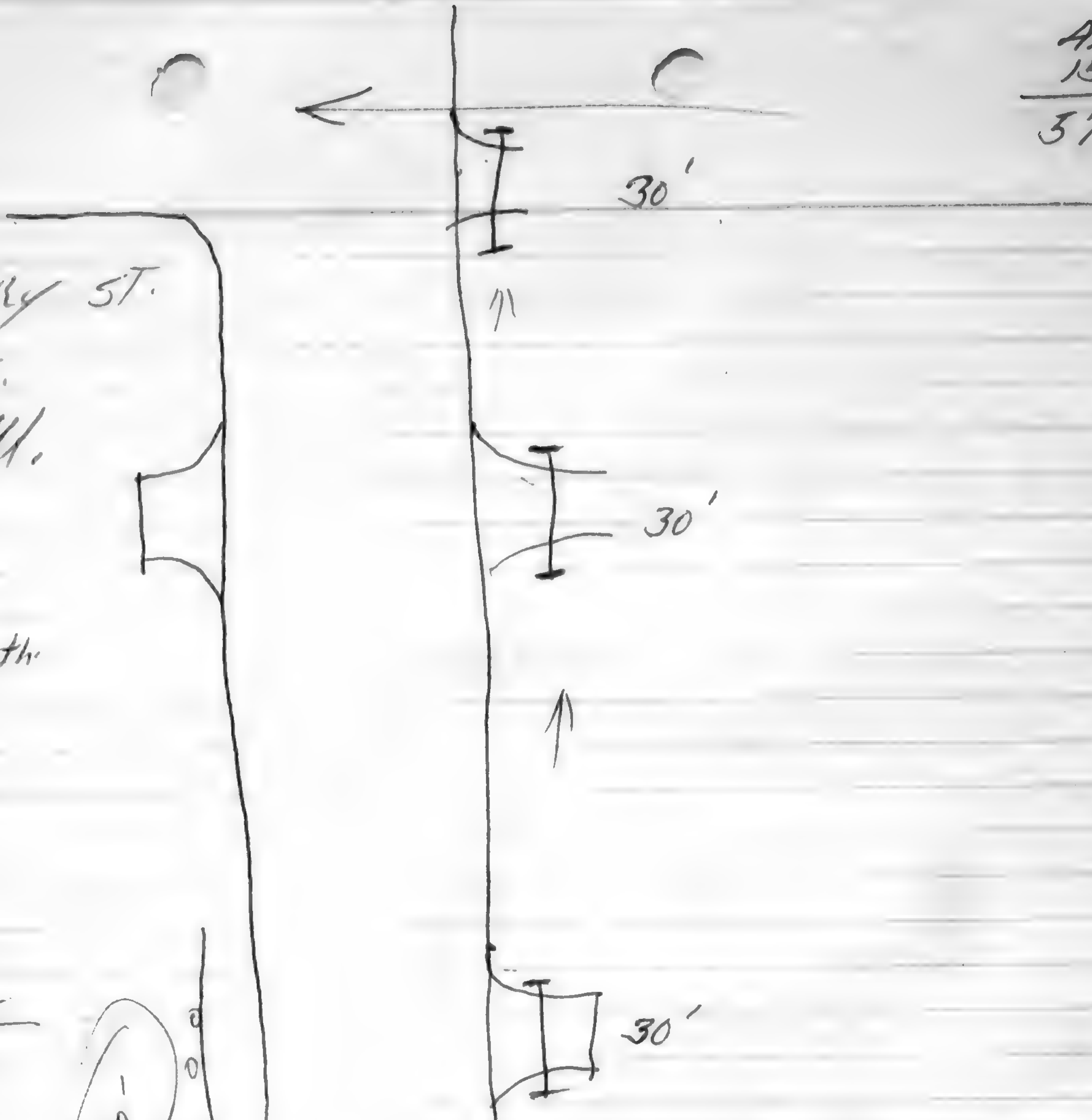
water .0275 x (1248) = 34 M~~G~~

Repair 3,200 x .11 $350

425'
150 F.L.
375' Tot.

MONTGOMERY ST.

GLENDALE.
6-7-67 ML.


30'
30'
30'
200'
GUARD RAIL
25'
25
425'

Extra Length

25'
25'
100'
150

Approaches
7

12" Pipe
100'

70
3
210

N ED
RICHARD UNREIN

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF Glendale Date May 4, 1967

To be financed by Special City Allotment Fund and necessary city funds.

RECEIVED
MAY 8 - 1967
ENGINEER
COUNTY & CITY DIVISION

Street name Montgomery
(Locate project on attached map.)

Project length 700 ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: none feet

Remarks ______

Surface now in place: Oil x Paving ___ Gravel ___

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No ___

Give width of intersecting streets: 60

Are intersecting streets curbed? Yes ___ No x

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No x

To be constructed as part of project? Yes ___ No x

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No x

Explain: ______

NOTED
MAINOR C. HOLMES

NOT
DON HA

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)

Are sidewalks now in place? Yes____ No x

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No x

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No x

Are sidewalks to be constructed on both sides of street? Yes____ No x

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No x; Width: ______feet

Remarks____

____

STORM SEWERS

Now in place? Yes____ No x

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: 1½x feet

To be constructed by City? Yes xxxxx No x

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS

Now in place? Yes x No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 2 feet

Remarks____

____

____

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 1½ feet

Remarks ____

____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No x

Asphaltic concrete? Yes ____ No x

Portland cement? Yes ____ No x

How many? 7

Must driveways be Portland cement to comply with city code? Yes ____ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No x (If yes, please include copy of ordinance.)

Remarks ____

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ____

Electric poles? Yes x No ____

Which company? Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No x

Which company? ________________

Railroad tracks? Yes ____ No x

Which company? ________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No x

Remarks ____

____

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes x No ___

Remarks

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

To be used on site

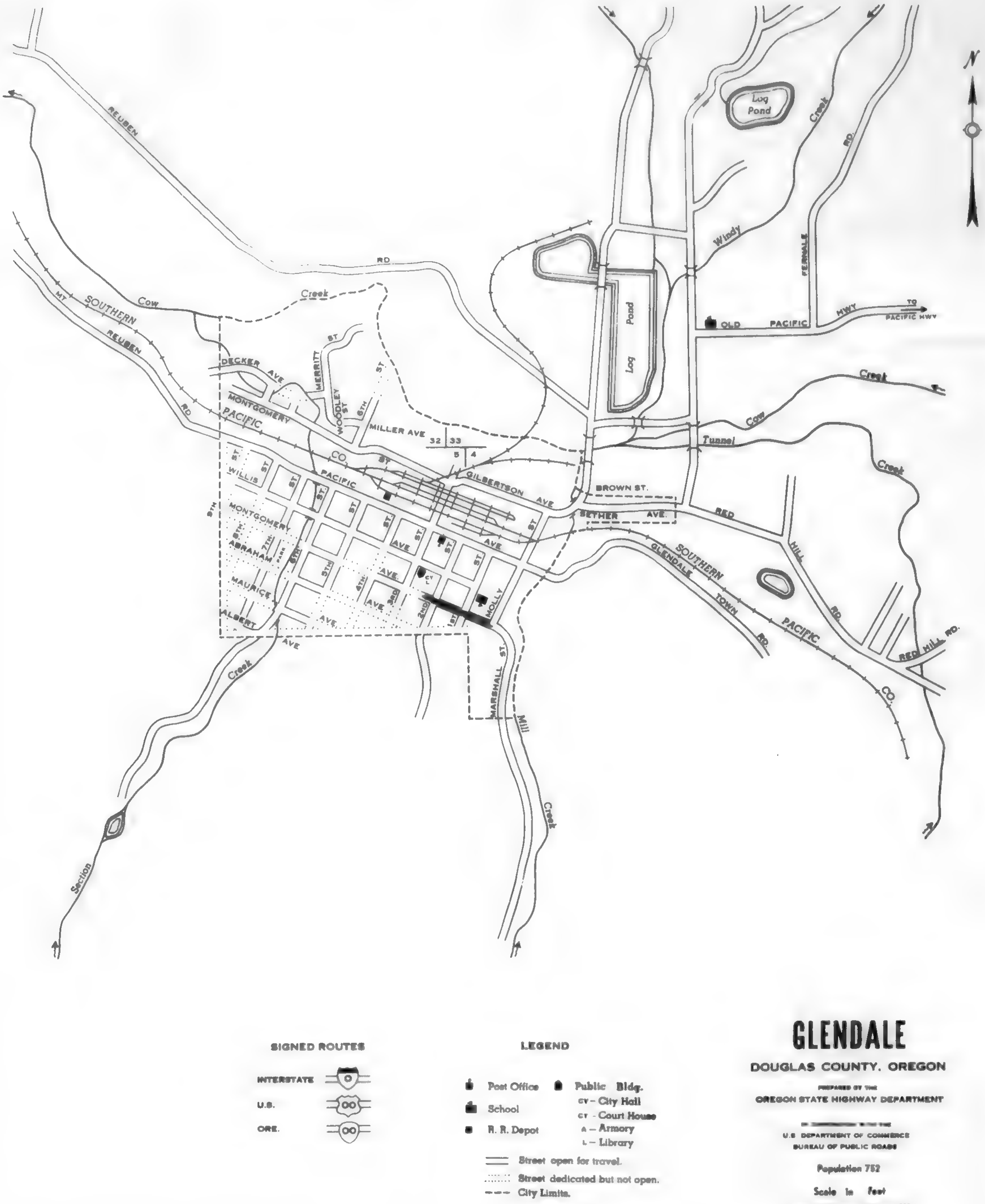
General remarks:

By R. E. Plass
Mayor

By
City Recorder or ~~City Manager~~

By
City Engineer

NOTED
RICHARD UNREIN


N
REUBEN
RD
Cow
Creek
SOUTHERN
MT
REUBEN
RD
PACIFIC
CO.
DECKER AVE
MONTGOMERY
MERRITT
ST
WOOLEY
ST
5TH
ST
MILLER AVE
32
33
5
4
WILLIS
ST
PACIFIC
GILBERTSON AVE
BROWN ST.
BETHER AVE.
MONTGOMERY
ABRAHAM
MAURICE
ALBERT
AVE
AVE
AVE
AVE
4TH
3RD
2nd
1ST
MOLLY
MARSHALL ST
Mill
Creek
Creek
Section
Log Pond
Log Pond
Windy
Creek
FERNHALE
RD
OLD
PACIFIC
HWY
TO PACIFIC HWY
Creek
Cow
Tunnel
Creek
RED
HILL
RD
SOUTHERN
GLENDALE
TOWN
RD
PACIFIC
CO.
RED HILL RD.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CY – City Hall
School
CT - Court House
R. R. Depot
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

GLENDALE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

[illegible]
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 752

Scale in Feet

Revised August 1965

RECEIVED
APR - 6 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

3-6-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Glendale is an incorporated city of the State of Oregon and has a population of 795 as given by the latest official census; and

WHEREAS, the following streets of said city,

Montgomery Ave. between Molly St. and 2nd. Ave.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
DON HARWELL

(cc-50, 1959 Rev.)

NOTED
RICHARD REIN

4. That the City of Glendale does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. E. Place as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of March, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

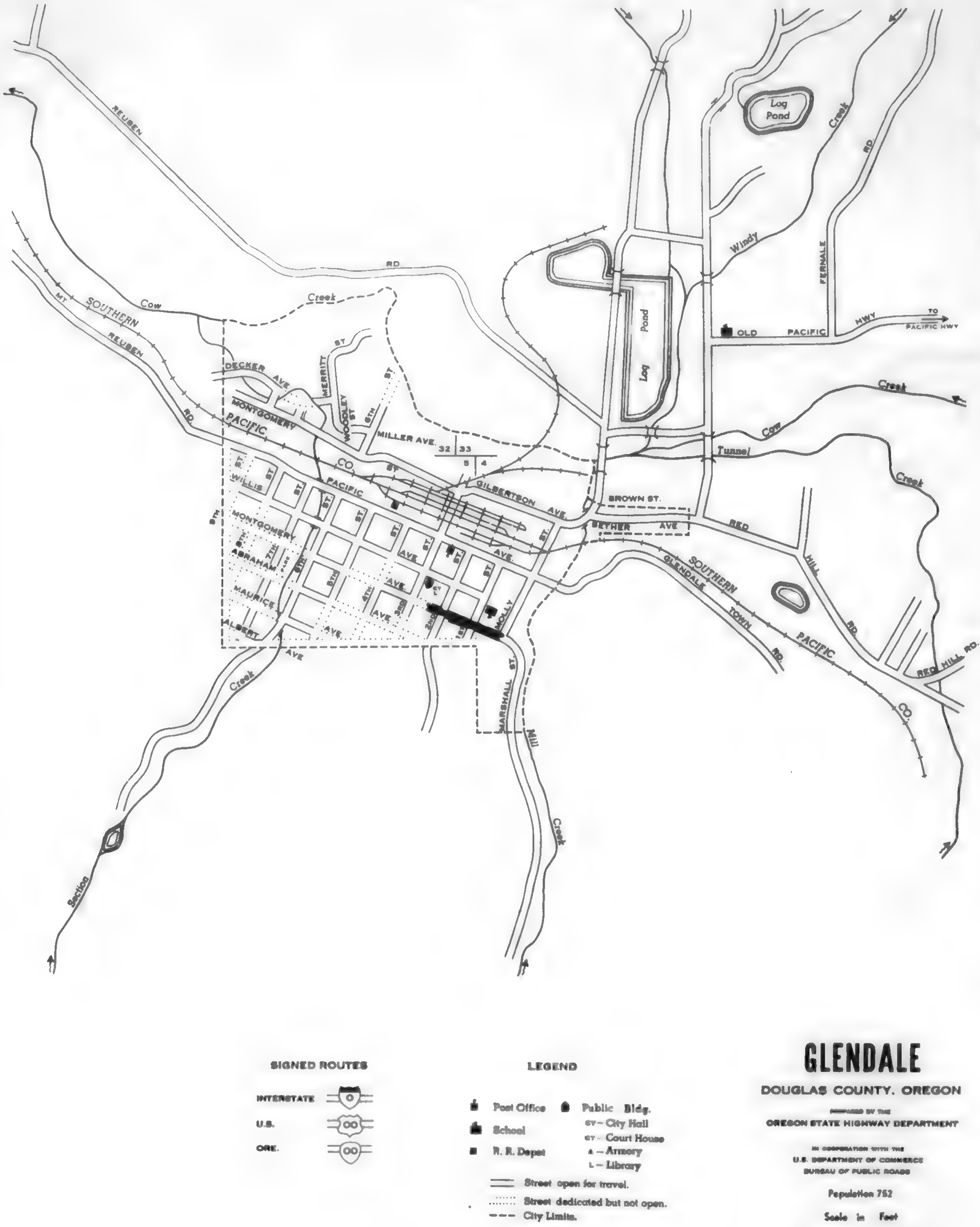
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Glendale at a regular or special meeting of said Council, held on the 6th day of March, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of March, 1967.

Donald H. Blakely
Donald H. Blakely
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN


N
Log Pond
Log Pond
REUBEN
RD
Cow
Creek
MT. REUBEN RD
SOUTHERN
PACIFIC
CO.
DECKER AVE
MERRITT ST
WOODLEY ST
6TH ST
MONTGOMERY
MILLER AVE.
32 33
5 4
WILLIS ST
ST
PACIFIC
GILBERTSON AVE.
BROWN ST.
SETHER AVE
MONTGOMERY
ABRAHAM
MAURICE
ALBERT
AVE
AVE
ST
MOLLY
MARSHALL ST.
Mill
Creek
Creek
Section
Windy
Creek
FERNALE
RD
OLD PACIFIC HWY
TO PACIFIC HWY
Creek
Cow
Tunnel
Creek
RED HILL RD.
GLENDALE TOWN RD.
SOUTHERN PACIFIC CO.
RED HILL RD.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

GLENDALE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 752

Scale in Feet

Revised August 1965

I-80N-2(41) Mult. Co. Line-E. Cascade 1968
42 Locks Sec., Col. R. Hwy. (Illu.
#7157 on E. & W. Interchanges)

C4A
3530

STATE COPY

Monthly transaction number
10-43

Project report number
9

Modification number
2

FOR R-2A
(Rev. 10-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7) – [illegible] 69

e
Oregon

County
Hood River County

Project number
I-80N-2(41)42

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,704	$ 61,204
Federal funds	$ 51,390.00	$ 56,400.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of October, 1969.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-80N-2(41)42

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Revised Project agreement estimate.

Salem, Oregon, October 14, 1969

Type Code Y030
Illumination (Sta. 1865 to Sta. 1976) (Contract No. 7157)

Temporary Protection & Direction of Traffic	All Required	$ 1,220.00
Roadway Illumination Installation Complete	All Required	49,420.00
PA #1 Revise Breakaway Pole Bases	All Required	3,624.20 *
PA #3 Credit to State; Revision in Base Plates	All Required	(425.00)*
EWO #1 Extend Footing Depth & Class "A" Conc.	All Required	1,664.38 *
Flagging (60% of Contractor's Costs)	All Required	137.39 *
	Subtotal	$55,640.97
	10% Engr. & Cont.	5,563.03
	Total	$61,204.00

Length of Project - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - - $56,400.00
State Funds - - - - - - - - - - - - - - 4,804.00

Total $61,204.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%

Prefix 614-1071

Monthly transaction number '4-29	FO R-2A (R 0-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-24-68	County Hood River
Modification number 1		Project number I-80N-2(41)42

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$

Other revisions

The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-28

PROJECT REPORT NO. 4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-27-68

STATE Oregon

COUNTY Hood River

PROJECT NO. I-80N-2(41)42

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.00

OTHER *(Specify)*

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 55,704	FEDERAL FUNDS $ 51,390.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer August 29, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26884-P66

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(41)42

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, August 22, 1968

Type Code X030
Illumination (Sta. 1865 to Sta. 1976)(Contract No. 7157)

Temporary Protection & Direction of Traffic	All Required	$ 1,220.00
Roadway Illumination Installation Complete	All Required	49,420.00
	Subtotal	$50,640.00
	10% Engr. & Cont.	5,064.00
	Total	$55,704.00

Length of Project - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -	$51,390.00
State Funds - - - - - - - - - - - - -	4,314.00
Total	$55,704.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 614-1071

RECEIVED
SEP 9 - 1969

FOR FILING

I-80N-2(41)42
7157

September 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 6, 1969, on Contract No. 7157. The contract was with W. R. Grasle Company and was for illumination on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 10, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

RECEIVED
NOV 1 - 1969
FOR FILING

I-80N-2(41)-12
7157

September 10, 1969

General Insurance Co. of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7157 awarded to W. R. Grasle Co. for illumination installation on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County was completed on June 6, 1969, and accepted by the Highway Commission on September 10, 1969.

Final payment in the amount of $5,003.00 will be released to the contractor after September 17, 1969. The total contract amount is $55,640.97 including $1,801.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

cc: W. R. Grasle Co.
437 N.W. 16th Ave.
Portland, Oregon 97209

L. W. Rulien
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 26 1969

FOR FILING

I-80N-2(41)42
7157

#9

August 25, 1969

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for a 105-calendar day extension of time in which to complete Contract No. 7157 for illumination installation on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

The Commission granted you a 105-calendar day extension without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

fln

cc F. D. Morgan
I. D. Marchant
V. E. Skoog
L. W. Rulien
C. O. Fredrickson
Bureau of Public Roads

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 4, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(41)42, Contract No. 7157
Multnomah Co. Line-Cascade Locks Section
Columbia River Highway
Illumination

Edwards

Mr. Edwards July 30 letter requested our concurrence in a 108-day extension of time on the subject contract. Based on the reasons stated in Mr. Edwards' letter I concur in the proposed recommendation in favor of this extension.

Copy - Merchant

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 7 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JUL 2 - [illegible]
AM PM
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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7157 Contractor W. R. Grasle Company

Highway Columbia River

Section Multnomah County Line-East Cascade Locks

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 108-calendar-day extension without assessment of liquidated damages because of delays due to plan changes and inclement weather.

Recommended for Approval:

Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

Edwards
Asst. State Highway Engineer

Contract No. 7157
Project designation I-80N-2(41)42 State-Federal
Date awarded August 9, 1968
Work started December 23, 1968
Per cent completed 100% 6/6/69 Date
No. of Workdays Allowed 180
No. of Workdays Used 288
No. of Added Workdays Requested 108

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 27th, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calender Days from 180 days to 285 days, within which to complete our Contract No. 7157, without the assessment of liquidated damages. The said contract is described as follows:

Cascade Locks Interchange Lighting (East & West)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

W.R. GRASLE CO.
Contractor

C R Liggett
By C.R. Liggett

CONSENT OF SURETY

Date JAN 30 1969, 19

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Eby
Arthur R. Eby Attorney-in-fact

(SEAL)

Resident Agent

TELEPHONE 226-6771

W. R. GRASLE CO.
ELECTRICAL CONTRACTING AND ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND, OREGON 97209

January 28, 1969

RECEIVED
FEB 1 1969
C. O. FREDRICKSON
Resident Bridge Engineer

Oregon State Highway Department
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Cascade Locks
Highway Illumination
Contract No. 7157

Subject: Contract Calender days Extension

Attention: Mr. Charles O. Fredrickson
Resident Bridge Engineer

Gentlemen:

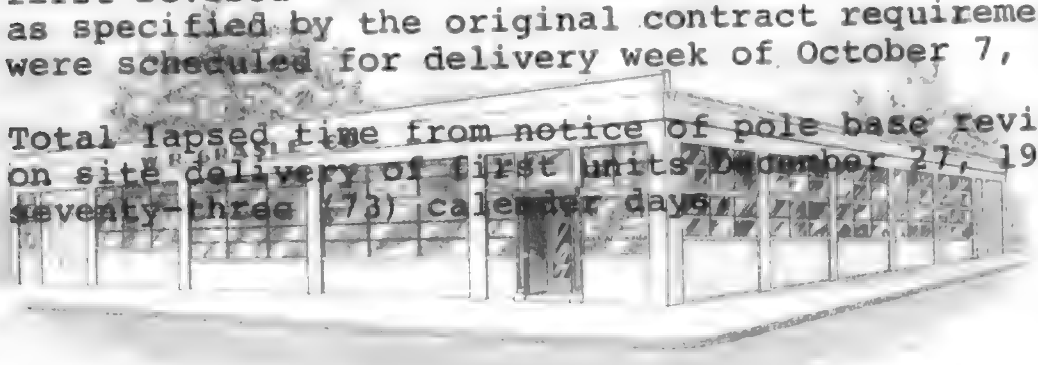
We are enclosing six copies of Oregon State Highway Commission form #E-320(Rev.) titled Contractors Request for Increase in number of workdays to complete construction contract.

We submit this claim for a contract time extension based on the following reasons:

1. Initially it should be pointed out that construction of this nature should not be started until a factual delivery schedule of all material and equipment is determined. Then a productive labor program can be coordinated to match the material delivery.

2. The pole bases for the subject job were revised by OSHD letter dated October 15,1968 and received by this office October 17, 1968. A revised price agreement was approved by the OSHD on November 11, 1968 and received by the W.R. Grasle Co. December 7, 1968. Shop drawings of the revised bases stamped approved were received by us on November 18, 1968 and released for manufacture November 19, 1968 with delivery scheduled for December 15, 1968. Actual delivery of first revised bases was December 27, 1968. The bases; as specified by the original contract requirements were scheduled for delivery week of October 7, 1968.

   Total lapsed time from notice of pole base revision to on site delivery of first units December 27, 1968 is seventy-three (73) calender days.



3. Since December 28, 1968 to the present date, January 28, 1969 inclement weather has prohibited this type of construction virtually 100%. By inclement weather I mean unusually deep roadside snow and continual freezing temperatures. Unproductive days due to weather to date, thirty-two.

We hereby request a total of One Hundred-Five(105) Calender days be added to our contract completion time due to weather conditions and Breakaway Pole Base revisions.

Very truly yours,

W.R. GRASLE CO.

C R Liggett

C.R. Liggett

CRL/sg
Encl.
cc: 3530 contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JUL 2 - [illegible] PM
AM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 11 1969
FOR FILING

I-80N-2(41)-72
7157

August 11, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 9
August 19, 1969 meeting

W. R. Grasle Company, contractor for the construction of illumination on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract 7157, has requested that he be granted a 105-calendar day extension of time in which to complete the contract work without assessment of liquidated damages.

This contract allotted 180 calendar days to complete the work which forecast a completion date of February 18, 1969. The work was completed June 6, 1969, with 288 calendar days charged. This is an overrun of 108 calendar days.

Delay in completion of the work is attributable to a plan change from conventional pole bases to breakaway pole bases and extremely severe winter weather conditions.

The scheduled delivery date for poles per the original plans was October 7, 1968. Time involved in submitting and securing approval of shop details for the revised bases and rescheduling manufacture of the poles delayed delivery of the poles to the job site until December 27, 1968, a total of 81 calendar days beyond the originally scheduled delivery date.

Delay in delivery of the poles put the field work into extremely bad winter weather conditions. During the period December 30, 1968, to February 3, 1969, 35 calendar days, rain, freezing rain, and snow prevented the contractor from digging trenches for cables and footings for pole bases. Weather conditions generally were so severe that the highway was closed to all traffic for intermittent periods of time. The pole delivery delay was a condition beyond the contractor's control and the bad weather conditions are considered extenuating circumstances beyond the control of the contractor.

I recommend the contractor be granted a 108-calendar day extension without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. W. Rulien
Ivan Merchant

CAG:dh sr

RECEIVED
JUL 31 1969

FOR FILING

I-80N-2(41)42
7157

July 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Multnomah County Line-
East Cascade Locks
Contract No. 7157
FAP I-80N-2(41)42

Dear Sir:

This contract allotted 180 calendar days to complete the work which forecast a completion date of February 18, 1969. The work was completed June 6, 1969 with 288 calendar days charged. This is an overrun of 108 calendar days.

Delay in completion of the work is attributable to a plan change from conventional pole bases to breakaway pole bases and extremely severe winter weather conditions.

The scheduled delivery date for poles per the original plans was October 7, 1968, or when 46 calendar days had expired, leaving the contractor 134 days to complete the field work. Time involved in submitting and securing approval of shop details for the revised bases and rescheduling manufacture of the poles delayed delivery of the poles to the job site until December 27, 1968, a total of 81 calendar days beyond the originally scheduled delivery date.

Delay in delivery of the poles put the field work into extremely bad winter weather conditions. During the period December 30, 1968 to February 3, 1969, 35 calendar days, rain, freezing rain and snow prevented the contractor from digging trenches for cables and footings for pole bases.

Weather conditions generally were so severe that the highway was closed to all traffic for intermittent periods of time.

Delay in delivery of the poles was a condition beyond the contractor's control and the bad weather conditions are considered extenuating circumstances beyond the control of the contractor.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 108-day calendar day extension without assessment of liquidated damages. This waives all liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:dh ja

RECEIVED
JUL 8 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-2(41)42
7157

June 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7157
Prefix 614-1071
Project I-80N-2(41)42

Dear Sir:

All work under Contract No. 7157, Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, was completed on June 6, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date June 30, 1969

Conditions noted on above date:

No Conditions

GKH

R. E. Simpson
Division Engineer

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I 80N-2(41)42
7157

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Multnomah County Line-East Cascade Locks

WEEK ENDING: June 13, 1969

SECTION PREFIX: 614-1079

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Multnomah Co. Line-E. Cascade Locks Sec.

KIND OF WORK: Illumination ~~Isolation~~ Installation

CONTRACTOR: W. R. Grasle Co.

CONTRACT NUMBER: 7157

FEDERAL AID PROJECT NUMBER: I-80N-2(41)42

DATE OF CONTRACT: August 9, 1968

DATE WORK STARTED: December 23, 1968

ESTIMATED COMPLETION DATE: June , 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 288

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 160.00%

PROJECT AUTHORIZATION: $ 57,982.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.2%

EXCLUSIVE OF ENGINEERING: $ 50,640.00

ENGINEERING AUTHORIZATION: $ 5,064.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,639.20

ENGINEERING COST TO DATE: $ 4,274.39

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.9%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6.42 %

PERCENT OF AUTHORIZATION: 84.4 %

DATE PROJECT WAS COMPLETED: June 6, 1969

Engineering for the week of ~~[illegible]~~ June 7-13, 1969 = $80.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Partly Cloudy	0		
MONDAY	9	Cloudy	0		
TUESDAY	10	Cloudy	0		
WEDNESDAY	11	Cloudy Fair	0		
THURSDAY					
FRIDAY					
SATURDAY	7	Partly Cloudy	0		

Routing
Morgan
Docker
Bond
Walker
Boehme
Pease
Swan
Glenn
Litchfield

RECEIVED
JUN 13 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8 SUNDAY	No activity.
9 MONDAY	No activity.
10 TUESDAY	No activity.
11 WEDNESDAY	Mr. Glenn Hossner and Mr. Cliff Christiansen of BPR visited project today for BPR final inspection.
THURSDAY	
FRIDAY	
7 SATURDAY	No activity.

REMARKS

STATUS OF PROJECT:

Project 100% complete. Calendar day count stopped June 6, 1969. Division I will make final inspection soon.

SIGNED C. O. Fredrickson LOCATION Portland

C. O. Fredrickson Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(41)42
7157

STATE COPY G-1P

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project [illegible] additional funds are [illegible]
FEB 20 1969
Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Multnomah Co. Line-East Cascade Locks	**Date**	February 14, 1969
Highway	Columbia River	**Contract No.**	7157
County	Hood River	**Prefix**	614-1071
Contractor	W. R. Grasle Co.	**F. A. Project No.**	I-80N-2(41)42
Address	437 N.W. Sixteenth Ave., Portland, Oregon 97209	**Order No.**	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in Contractors flagging costs in accordance with provisions of the contract.

Location by station numbers:

Throughout project - between Stations "L" 1865 and 1890, and between stations "L" 1957 and 1977.

Estimate of quantities and cost:

Flagging (Including pilot car operator only if needed)	$1,500.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In accordance with General Special Provisions, July 1968, Article 7-30(a) and (f) flagmen and pilot car operators will be paid for as extra work in the manner and amounts specified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$57,982.80
Present estimate of project cost, including $1,500.00 for work under this order	$62,128.20
Expected ~~xxxxxxxxx~~ over-run amount	$4,145.40
Expected ~~xxxxxxxxx~~ over-run per cent	7.15%

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~xxxxxxxxxxxxxxxx~~
Bridge Engineer

Approved: /s/ F. D. Morgan 3-11-66
~~xxxxxxxxxxxxxxxx~~

SP*23577-734

C

REC[illegible]
JAN 6 1969

FORM [illegible]A
(REV. [illegible]-68)

cc:OSHD ([illegible])
Region
Wash DC

I-80N-2(41)42

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

1-15-69

gyh

(Check Appropriate box) ☒ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8	REPORT NO. 1	COUNTY Hood River	DIVISION Oregon
DATE OF INSPECTION 1-15-69	INSPECTION MADE BY Glenn [illegible] Hossner, Area Engineer		PROJECT NO. I 80N-2(41)42

7157

IN COMPANY WITH Lonnie Moss, [illegible] Trainee, BPR
C. O. Fredrickson, Res [illegible], OSHD; Paul Ward, Asst Res Engr, OSHD

LOCATION

Multnomah County Line - East Cascade Locks Section of the Columbia River Highway, approximately 1 mile west of Cascade Locks.

CONTRACTOR NAME AND ADDRESS

W. R. Grasle Co., 437 NW. 16th Ave., Portland, Oregon 97209

AWARD DATE 8-9-68	CONTRACT AMOUNT $50,640	TIME ALLOWED 180 days	TIME STARTED 8-23-68	WORK STARTED Not started
QUALITY OF WORK --	PROGRESS OF WORK --	TIME ELAPSED 81 %	WORK COMPLETED 0 %	

ROADBED (Width -- Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Roadway Illumination	Y030	00						

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)*

MULTNOMAH COUNTY LINE - EAST CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
Illumination

This contract provides for lighting of East and West Cascade Locks Interchanges.

Price Agreement No. 1 covers a revision of breakaway pole bases and an extension of the depth of pole footings. Cost of this work is $3,624.20.

Price Agreement No. 2 covering the change from painted to galvanized poles is pending.

Extra Work Order No. 1 covers additional excavation and concrete for revised pole footings. Cost of this work is estimated to bee $1300.

(more)

Rec'd Morgan
1-22-69

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

Construction identification signs for the project [illegible]en erected and part of the pole bases have been delive[illegible] West Cascade Locks Interchange. Shop drawings have [illegible] approved by the OSHD.

The project has been covered with snow to a depth of [illegible]mi-mately 1 foot since December 28. Field work has bee[illegible]ayed because of this.

Poles have not yet been delivered.

In view of these circumstances it is doubtful that the project will be completed within the remaining time allowed.

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

11
I
7157

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-2(41)42

STATE COPY

G1-P

NOV 19 1968
Dist. Engineer

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Multnomah Co. Line-East Cascade Locks Section	**Date**	November 11, 1968
Highway	Columbia River	**Contract No.**	7157
County	Hood River	**Prefix**	614-1071
Contractor	W. R. Grasel Co.	**F. A. Project No.**	I-80N-2(41)42
Address	437 NW Sixteenth Ave., Portland, Oregon 97209	**Order No.**	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend footing excavation to accommodate additional depth of footing for revised pole base.

Furnish and Install additional Class "A" Concrete required for revised footing.

Location by station numbers:

19 pole locations through West Cascade Locks Interchange between Sta. "L" 1865 and 1890 and 15 pole locations through East Cascade Locks Interchange between Sta. "L" 1957 and 1977.

Estimate of quantities and cost:

Labor and equipment rental		$900.00
Material		400.00
	TOTAL	$1,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No unit prices for adjustment of quantities included in contract. Indeterminate nature of foundation material makes it difficult to arrive at a satisfactory negotiated price.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 57,982.80	
Present estimate of project cost, including $ 1,300.00 for work under this order	$ 60,628.20	
Expected XXXXXXX over-run amount	$ 2,645.40	
Expected XXXXXXX over-run per cent	4.56%	

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for XXXXXXXXXXXXXXX
Bridge Engineer

Morgan
11-68

Approval Recommended: /s/ Allan Harwood
Asst. Division Engineer

Approved: XXXXXXXXXXXXXXXXX
Construction Engineer

RECEIVED
AUG 15 1968

FOR FILIN

Thaddeus Bruno, Member
Portland

I-80N-2(41)42
7157

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 9, 1968, is requested in the award of contract for the Multnomah Co. Line-E. Cascade Locks Section, Project No. I-80N-2(41)42.

The contractor receiving the award is W. H. Grasle Co., in the amount of $50,640.00, with Contract No. 7157 assigned. This bid was received on August 1, 1968, and awarded August 9, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved as conflicts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date:________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 16 1968

A-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE:

I-80N-2(41)42

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 13, 1968

In reply refer to: 08-35-EC/422

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(41)42
Multnomah County Line-East Cascade Locks
Concurrence in Award

As requested in Mr. Young's August 5, 1968 letter we hereby concur as of August 8, 1968 in the award of contract no. 7157 for subject project to the low bidder W. R. Grasle Company of Portland, Oregon in amount of $50,640 at the August 1, 1968 bid opening.

This concurrence was found to be in the public interest by our Regional Office pursuant to paragraph 10 of PPM 21-62.

Young
8-15-68

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 2 5 1968
FOR FILING

I-80N-3(41)42

7157

August 12, 1968

W. H. Greele Co.
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for illumination installation on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County for the sum of $50,640.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7157. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulfen
C. O. Fredrickson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 6 - 1968

FOR FILING

I-80N-2(41)42

7157

Thaddeus Bruno, Member
Portland

August 5, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Reference is made to the bids received August 1, 1968 for the Multnomah Co. Line-E. Cascade Locks (Illumination) Section, Project No. I-80N-2(41)42.

Tentative concurrence is requested in the award to the low bidder, N.R. Grasle Co. of Portland in the amount $50,640.00 which is $7,740 or (18.0%) over the engineer's estimate of $42,900. One other bid was received in the amount of $54,000.00.

We believe it to be in the public interest to award this contract to the low bidder for the following reasons:

1. This project was advertised for four weeks with two bids received, a normal response is three and possibly four on this type of project. A better response is not expected if it were readvertised.

2. This low bidder has been getting a big percentage of the contracts recently and he was low bidder on Job No. 13 at this same bid letting which shows he is interested in work not just bidding.

3. The estimate for this project was made some time ago and does not take into account recent inflation of material costs so we believe the estimate was too low.

4. One example of recent rejecting of a bid and readvertising is the Boardman Interchange Illumination Project which is on this same bid letting, we only saved $2,510.

Although this project is not urgent at this time we don't feel we could gain enough over the readvertising cost to be worthwhile. We are enclosing two copies of the bid tabulation and if further information is necessary please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R W Chase
For L. H. Young
Office Engineer

DAR:bb

cc: F. B. Klaboe
F. B. Crandall
R. N. Chase

RECEIVED
JUL 11 1968

7-2-68

FOR FILING
I-80N-2(41)42
7157

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

PROJECT: I-80N-2(41) 42

SECTION: MULTNOMAH COUNTY LINE-E. CASCADE LOCKS

WORK: ILLUMINATION

COUNTY: HOOD RIVER

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: JULY 2, 1968

DATE AUTHORIZED: JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ☒ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECT AND WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S JUNE 20TH AND JUNE 26TH REPORTS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

REFERRED TO
Young Wl[illegible]
By Ass't State Hwy. Engr.
7-10-68

JUL [illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

OFFICE USE

DATE JULY 2, 1968	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

RECEIVED
JUN 19 1968
FOR THE
I-80N-2(41)42

7157

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 13, 1968

In reply refer to: 08-35.EC/710.11

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 5, 1968 letter requested the inclusion of two items in this program. These two Stage 2 projects are approved effective today:

Item	Project	Location	Work
540	I-5-2(59)112	S. Umpqua Rest Area	Convenience facilities
541	I-80N-2(41)42	E. & W. Cascade Locks	Illumination

This action provides for improvement on Interstate highways at a total estimated cost of $222,000 of which $204,000 is reserved as Federal-aid Interstate funds.

6-18-68

REFERRED TO
Young
By State Hwy. Engr.

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Cascade Locks (E & W Interchanges) 21 65	**ADT**	PRESENT 6,400 7,100	FUTURE 14,150 15,500 (66) (70)	YEAR 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illumination Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH. (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL - AID I-80N

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76
5					**PE**		I-80N Cascade Locks (E & W Interchanges)			
5	6-5-68				**ROW**					
5					**CONST** (CODE)			0.0	49,000	45,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	49,000 (16) (23)	45,000 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ges) 65	**ADT**	PRESENT 6,400 7,100	FUTURE 14,150 15,500 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 541 (14) (18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80 - 2 7	SEQ. NO. (41) 13	I Projects Only POST MI. 42 (24) (26)	DESIG. N 27

COUNTY NAME Hood River	CODE 027 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. 1	FEDERAL-AID I-80N (32)	STATE (36)	U.S. (37) I-80N (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Illumination installation of "On and Off Ramps" at East and West Cascade Locks Interchanges
0.0	49,000	45,000	4,000		ROW - 300' Normal; Access Control - Full; Parking Restrictions - Complete
0.0	49,000	45,000	4,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 14-B, 14-C and 36-D;
Projects I-80N-2(12), I-80N-2(11) & I-80N-2(20)

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MAR 1 5 1968

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 11, 1968

SUBJECT: Illumination
Cascade Locks Interchange
I-80N

TE 6390

To: Tom Edwards
Asst. Highway Engineer
BUILDING

On the above assignment, I previously submitted to you a Suggested-Draft to the Commission recommending their approval of the agreement covering State-City cooperative venture in the illumination of the Cascade Locks Interchanges plus the City's commitment to care for illumination on into town; this with respect to both the East and West Interchanges.

The second portion of the assignment was to confab with City officials on details of the lighting project. This was done on Friday, March 1, at which time the writer and Mr. Bill Zirbes met with Mr. R. L. Rombalski, City-Port Manager, plus three city councilmen.

The City seemed very anxious to cooperate on this project, mindful of putting in a ship-shape installation on their portions as would be comparable to that which we will provide at the interchanges. We indicated to him that the plan for the State's portion of the work would call for all metal poles and mast arms with luminaires mounting at 50' with a 30' setback from the edge of shoulder; plus breakaway bases.

They seemed quite willing to conform with this general plan of installation except they were rather dubious about the 50' mounting height, visualizing in their maintenance that they would have difficulty with no cherry picker to reach the higher mounting. It was indicated that we would have no quarrel with them on this if they preferred the 30' mounting height.

The following sums up by enumeration our prescribed requirements for their portion:

1. That they use all metal poles and mast arms
2. That they have a 30' setback from shoulder edge where possible and practical.
3. That breakaway bases be used
4. That the foot-candle intensities of their lighting system, as well as the uniformity ratio, coincide with those as provided by the State in the illumination of the interchanges.

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MAR 1 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

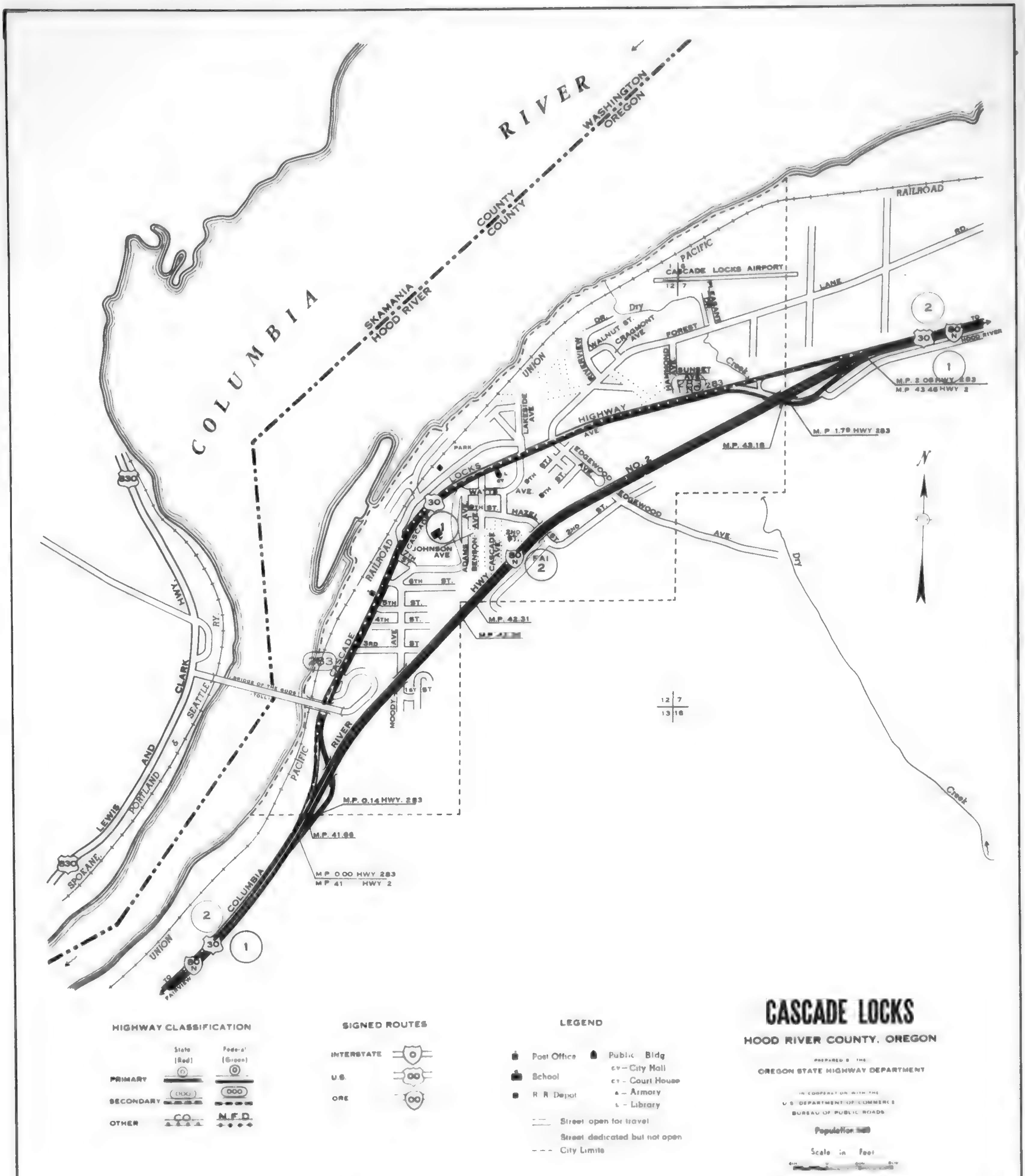
The City's electrician man is Alan Honeycutt of CH_2M in Corvallis. Mr. Honeycutt was not present at the subject meeting, however, it was indicated by the City that he would contact Bill Zirbes and would be happy to work out the details for the lighting project.

Some discussion was had as to the possibility of our contracting the City's work as well as our own. I indicated that we probably could not do this since we would be tied up with federal money and their regulations, etc. It would appear on the other hand, too, that they would like to do part of the work at least with their own forces. I indicated to them that they could probably make a deal with the contractor doing our portion of the work to put in any or all of their installations and they might get a pretty good price on it.

- CRANDALL

F. B. Crandall
Traffic Engineer

FBC:njc
Attachments


COLUMBIA RIVER
WASHINGTON
OREGON
SKAMANIA COUNTY
HOOD RIVER COUNTY
RAILROAD
PACIFIC
UNION
CASCADE LOCKS AIRPORT
12 7
Dry Creek
DR.
WALNUT ST.
CRAGMONT AVE
FOREST LANE RD.
SUNSET AVE.
FR 283
LAKESIDE AVE
HIGHWAY AVE
EDGEWOOD AVE
NO. 2
LOCKS
PARK
WATS AVE.
HAZEL
JOHNSON AVE
ADAMS AVE
BENSON AVE
CASCADE AVE
HWY
6TH ST.
5TH ST.
4TH ST.
3RD
2ND ST.
1ST ST
MOODY
RAILROAD
CASCADE
RIVER
COLUMBIA
PACIFIC
UNION
BRIDGE OF THE GODS
TOLL
LEWIS AND CLARK HWY
SPOKANE, PORTLAND & SEATTLE RY.
830
283
30
80 N
FAI 2
2
1
TO HOOD RIVER
TO FAIRVIEW
M.P. 2.09 HWY 283
M.P 43.46 HWY 2
M. P 1.79 HWY 283
M.P. 43.18
M.P. 42.31
M.P. 42.36
M.P. 0.14 HWY. 283
M.P. 41.66
M.P 0.00 HWY 283
M.P 41 HWY 2
12 7
13 18
N
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

CASCADE LOCKS

HOOD RIVER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population [illegible]

Scale in Feet

Revised August 1964

RECEIVED
APR 3 - 1968
FOR FILING

I-80N-2(41)42

7157

March 8, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3530

City of Cascade Locks
City Hall
Cascade Locks, Oregon 97014

Attention: Marguerite McDowell
City Recorder

Agr. 2. 4 ✓
[illegible] 5, 1968

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of illumination at the East and West Cascade Locks Interchanges on the Columbia River Highway in Hood River County.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc Mr. F. B. Crandall
(conformed copy)

RECEIVED
MAR 4 - 1968

FOR FILING

I-80N-2(41)42

7157

2036

February 29, 1968

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination at the East and West Cascade Locks Interchanges on the Columbia River Highway.

This agreement has been executed by the City of Cascade Locks and provides that the State shall do the work at an estimated cost of $41,000 and maintain the luminaire units after installation. This is an Interstate project. The City is to pay for all electrical energy consumed.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
H. S. Cox
J. J. Gix
L. W. Rulien

VPJ:njc jes

10-9-67

CITY OF CASCADE LOCKS

RESOLUTION NO. 175

A RESOLUTION PROVIDING FOR THE INCLUSION IN THE CITY'S 1968-1969 ANNUAL OPERATING BUDGET PROVISION FOR ACCESS LIGHTING FROM HIGHWAY 80 N EASTERLY ENTRANCE.

WHEREAS, the City of Cascade Locks has met with the Oregon State Highway Department in regards to access lighting and,

WHEREAS, the Oregon State Highway Department has stated Street Lighting will be provided on the Freeway overpass areas, and

WHEREAS, the Oregon State Highway Department has requested the City of Cascade Locks to install at the City's cost, street lighting from the overpass area to existing street lights,

NOW, THEREFORE BE IT RESOLVED that the City of Cascade Locks plans to include in the next budget year funds necessary to construct Street Lighting facilities from the Easterly Entrance from Freeway 80 N to the existing Street Light System.

Adopted this 9th day of October 1967.

Marion R [illegible]
Mayor

ATTEST:

Marguerite McDowell
Recorder

I-80N-2(40) I-80N Weigh Stations on the 1968
48 Col. R. Hwy. & Old Oregon Trail
#7158 Hwy. (Signing)

C4A
3567

RECEIVED
JUL 16 1969

7-7-69

OSHD
Region
Wash DC

I-80N-2(40)48

Form PR-33-E (REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

REGION NO. 7115 8	REPORT NO. 2	COUNTY see below	DIVISION Oregon
DATE OF REPORT 6-3-69	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. see below
COMPLETION DATE 12-21-68	ACCEPTANCE DATE BY CONTRACTING AGENCY 5-27-69	TIME ELAPSED 102%	CONTRACT TIME 120 cal days
APPROVED EXTENSIONS none	LOCATION see below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

The contract covered the furnishing and placing of weigh station signs and related signs under the following projects:

I-80N-2(40)48
I-80N-6(34)258
I-80N-7(24)307
I-80N-8(17)353

F.B. K

orig to Morgan
7-10-69

The projects were located as follows:

Project	County	Weigh Station
I-80N-2(40)48	Hood	East and West Wyeth
I-80N-6(34)258	Union	West LaGrande
I-80N-7(24)307	Baker	East Baker
I-80N-8(17)353	Malheur	Olds Ferry

It was indicated in the documents accompanying Mr. Cooper's May 19 letter requesting acceptance of these projects that the contractor is to be assessed $225 liquidated damages. There has been indications that the State may grant a time extension thus eliminating the liquidated damages. It is recommended we concur with the time extension if the State can justify it.

The estimated final cost of the contract items is $63,980, 0.1% over the original contract amount of $63,902. There were no major overruns or underruns of the individual contract items.

(more)

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R. A. Nichols Original Signed by R. A. NICHOLS		SIGNATURE R. E. Simpson Original Signed by R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 7-7-69	TITLE Division Engineer	DATE 7-7-69

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

An Extra Work Order was issued which covered the cost of installing electrical cables at the West LaGrande Scale Site. A State Force Order was issued to reimburse the California Pacific Utilities Company for furnishing the primary cable and transformer at this same site.

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JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1969
FOR FILING

I-80N-2(42)-18

7158

May 27, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed December 21, 1968, on Contract No. 7158. The contract was with Stillwell Construction Company and was for signing of Route I-80N Weigh Stations on the Columbia River and Old Oregon Trail Highways in Hood River, Union, Baker and Malheur Counties.

However, additional testing at the time the work was completed revealed the need for corrective electrical work. This corrective work was completed and the project recommended for acceptance by the Division Engineer on May 6, 1969.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam
A. F. Parson

FBK:srb sr

RECEIVED
MAY 28 1969
~~FOR FILING~~

I-80N-2(40)48
7158

May 27, 1969

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7158 awarded to Stillwell Construction Company for signing the weigh stations on I-80N in four counties was completed on December 21, 1968, and accepted by the Highway Commission on May 27, 1969.

Final payment in the amount of $3,195.10 will be released to the contractor after June 4, 1969. The total contract amount is $65,586.32 including $1,831.32 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Stillwell Construction Co.
13306 S. E. 30th
Bellevue, Washington 98004
J. F. Putnam
A. F. Parson
Frank Morgan
V. E. Skoog
Attn: John Herr

I-80N-2(40)48
7158

No. 26 (FINAL REPORT)

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Route I-80N Weigh Stations
WEEK ENDING: March 21, 1969
SECTION PREFIX: 614-1072
HIGHWAY: Columbia River & Old Oregon Trail
COUNTY: Hood River, Union Baker & Malheur
NAME OF JOB: Route I-80N Weigh Stations
KIND OF WORK: Signing
FEDERAL AID PROJECT NUMBER: I-80N-2(40) 48
I-80N-6(34)258
" 7(24)307
I-80N-8(17)353
CONTRACTOR: Stillwell Construction Co.
CONTRACT NUMBER: 7158
DATE OF CONTRACT: August 9, 1968
DATE WORK STARTED: Sept. 19, 1968
ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 120
CALENDAR DAYS USED: 123
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $
ENGINEERING AUTHORIZATION: $ 6,390.20
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $
ENGINEERING COST TO DATE: $ 10,800.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUT~~Decembe~~: 100
ESTIMATED PERCENT OVERRUN: 4.8 %
PERCENT OF AUTHORIZATION: 169 %
DATE PROJECT WAS COMPLETED: December 21, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		W.Wyeth	E.Wyeth	W.LaGr.	E.Baker	Olds Ferry		
PERCENT		100	100	100	100	100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Light Showers			
MONDAY	17	Heavy Showers p.m.			
TUESDAY	18	Showers			
WEDNESDAY	19	Fair			
THURSDAY	20	Fair			
FRIDAY	21	Fair			
SATURDAY	15	Fair			

Routing
Morgan
Ducker
Bond B
Walker
Boehme
Johnson

RECEIVED
MAR 21 1969
CONSTRUCTION
DIVISION

E
BC

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	No activity all week.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The prime contractor and the manufacturer of the electric signs were instructed this week that evidence of faulty wiring has been found within the sign structures by State Highway electricians and that final payment under the contract will be withheld until adjustments are made.

The Semi-Final records were submitted to the Division Engineer this date (Friday).

SIGNED J C Hutt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

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APR 24 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-2(40)48
7158

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Contract No. 7158
Prefix 614-1072
FAP I-80N-2 (40) 48; 6 (34) 258;
7 (24) 307; 8 (17) 353

Dear Sir:

All work under Contract No. 7158, Route I-80N Weigh Stations Section of the Columbia River and Old Oregon Trail Highways in Hood River, Union, Baker and Malheur Counties was completed December 21, 1968. This is a revision of the completion date furnished you by letter, dated March 11, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 4-10 & 21-69

Conditions noted on above date:

NONE

RAN:GKH:bk

G L Green
For R. E. Simpson
Division Engineer

VG:ss
cc: Forrest Cooper
F. D. Morgan

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APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE C... G-2P

project ... additional
... are ...
Date ... 1969 J.M. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Form E-...

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date December 16, 1968
Project Name Route I-80N Weigh Stations
Contract No. 7158
Highway Columbia River and Old Oregon Trail
Prefix 614-1072
County Union
F. A. Project No. I-80N-6(34)258
Contractor Stillwell Construction Co.
Order No. *1 Revised
Address 13306 S.E. 30th, Bellevue, Washington 98004

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Excavate 48" deep trench for installation of 15KV primary electrical cable and place 6" layer of sand cushion. Backfill trench over cable to a 30" depth, install 2-#10 direct burial control wires in a 6" layer of sand cushion and backfill to the top of trench.

Location by station numbers:
912-927

Estimate of quantities and cost:

Labor and supervision	$465.00
Materials	915.00
Equipment	500.00
	***
Sub Total	$1,880.00
Plus (Labor 20%, Matls. & Equip. 15%)	305.25
Total	$2,185.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing control wiring, having been partially washed out by flooding, is considered to be not serviceable. Trenching for the primary cable is required by the power company in order to get power to the sign at station 912. None of this work is covered under the contract agreement.
* This order cancels and replaces Order #1 dated November 21, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$73,167.79
Present estimate of project cost, including $2,185.25 for work under this order	$75,696.00
Expected ~~under-run~~ over-run amount	$2,528.21
Expected ~~under-run~~ over-run per cent	3

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. C. Hiatt, Resident Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer ~~or Bridge Engineer~~

Approved /s/ F. D. Morgan / 1-31-69
Construction Engineer

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JAN 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

project agreement is additional
funds are ...
Date 1969 M Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Form E-306 G-2P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Route I-80N Weigh Stations
Date December 16, 1968
Highway Columbia River and Old Oregon Trail
Contract No. 7158
County Union
Prefix 614-1072
Contractor Stillwell Construction Co.
F. A. Project No. I-80N-6(34)258
Address 13306 S.E. 30th, Bellevue, Washington 98004
Order No. *1 Revised

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate 48" deep trench for installation of 15KV primary electrical cable and place 6" layer of sand cushion. Backfill trench over cable to a 30" depth, install 2-#10 direct burial control wires in a 6" layer of sand cushion and backfill to the top of trench.

Location by station numbers:

912-927

Estimate of quantities and cost:

Labor and supervision	$465.00
Materials	915.00
Equipment	500.00
***	
Sub Total	$1,880.00
Plus (Labor 20%, Matls. & Equip. 15%) -	305.25
Total	$2,185.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing control wiring, having been partially washed out by flooding, is considered to be not serviceable. Trenching for the primary cable is required by the power company in order to get power to the sign at station 912. None of this work is covered under the contract agreement.

* This order cancels and replaces Order #1 dated November 21, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$73,167.79
Present estimate of project cost, including $2,185.25 for work under this order	$75,696.00
Expected ~~under-run~~ over-run amount	$2,528.21
Expected ~~under-run~~ over-run per cent	3

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. C. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ F. D. Morgan 1-31-69
Construction Engineer

Form E-[illegible]

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DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-6(34)[illegible] 418
71-[illegible]

STATE COPY

G-2P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required
DEC 1968 [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Route I-80N Weigh Stations
Date November 21, 1968
Highway Columbia River and Old Oregon Trail
Contract No. 7158
County Union
Prefix 614-1072
Contractor Stillwell Construction Company
F. A. Project No. I-80N-6(34)258
Address Roseburg, Oregon
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 2 - #10 direct burial control wires between the West LaGrande Weigh Station and the new electrical sign to be installed at station 912.

NOTED
F. B. [illegible]

Location by station numbers: 912 to 927

Estimate of quantities and cost:

Labor and Supervision	$150.00
Materials	515.00
Equipment	170.00
	835.00
Labor (20%) Plus 15%	132.75
Total	$967.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The existing wiring having been partially washed out during flooding of the Grande Ronde River is considered to be inadequate. Replacement of this circuit was not included in the contract agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 73,167.79

Present estimate of project cost, including $ 967.75 for work under this order $ 73,167.79

Expected under-run / over-run amount . . . . . . $

Expected under-run / over-run per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. C. Hiatt
Resident Engineer

Approval Recommended: /s/ L. E. George
/s/ Alfred A. Rear
XXXXXXXXXXXXXXX Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Ass't. Division Engineer

Approved /s/ F. D. Morgan for
12-10-68
XXXXXXXXXXXXXXXXXXXX

Monthly transaction number 10-15	F PR-2A U.S. DEPARTMENT OF COMMERCE (R 10-65) BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
Modification number 1	(PPM 21-7) 9-24-68	Project number I-80N-2(40)48

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$

Other revisions

The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 1968.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
~~(Division Engineer)~~
L. R. Backlund, Admin. Manager

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

USCOMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-33	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Hood River
PROJECT REPORT NO. 4		PROJECT NO. I-80N-2(40)48

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-29-68

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

W. & E. Wyeth Truck Scale Site on the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,120	$ 25,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE
By	BUREAU OF PUBLIC ROADS
Asst. State Highway Engineer (Title)	
By	By (Division Engineer) For R. E. Simpson
(Title)	Date executed by Division Engineer August 29, 1968
By	
(Title)	

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(40)48

W. & E. WYETH TRUCK SCALE SITE ON THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, August 22, 1968

TYPE Code Y002
Signing (Sta. 397+40 to Sta. 415+00)(Sta. 680+00 to Sta. 698+40)(Contract No. 7298)

Temporary Protection & Direction of Traffic	All Required(40%)	$ 720.00
Sign Support Footings	All Required(34%)	408.00
Breakaway Sign Posts	All Required(35%)	1,435.00
Truck Weigh Station Signs	All Required(40%)	22,092.00
	Subtotal	$24,655.00
	10% Engr. & Cont.	2,465.00
	Total	$27,120.00

Length of Project 0.00 mile

Federal Funds	$25,000.00
State Funds	2,120.00
Total	$27,120.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 614-1072 Group 1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
AUG 23 1968
FOR FILING

I-80N-2(43)418

7156

August 23, 1968

Stillwell Construction Co.
13306 S. E. 30th
Bellevue, Washington 98004

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7156 for signing the Route I-80N weigh stations on the Old Oregon Trail and Columbia River Highway in Hood River, Union, Baker and Malheur Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc General Insurance Company of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc L. H. Young
F. D. Morgan
I. D. Merchant
L. W. Rulien
A. F. Parson
J. C. Hiatt

RECEIVED
AUG 15 1968

FOR FILING

Thaddeus Bruno, Member
Portland

I-80N-2(40)48
7158

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 6, 1968, is requested in the award of contract for the I-80N Weigh Stations, Project Nos. I-80N-2(40)48, I-80N-6(34)258, I-80N-7(24)307 and I-80N-8(17)353.

The contractor receiving the award is Stillwell Construction Co., in the amount of $63,902.00, with Contract No. 7158 assigned. This bid was received on August 1, 1968, and awarded August 9, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved as conflicts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date:________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

A

RECEIVED
JUL 17 1968

FOR FILING

I-80N-2(41) 41

7158

July 17, 1968

MISC. CONTRACTS and AGREEMENTS No. 3567

City of Cascade Locks
City Hall
Cascade Locks, Oregon 97014

Attention: Marguerite McDowell
City Recorder

Gentlemen:

Attached is a fully executed copy of an agreement covering power service to Wyeth Scale Site (eastbound) on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
Attachment

cc C. H. Maison
L. W. Bulien
G. W. Ross
G. A. Starkey
R. H. Bumbolz
Ted Litchfield

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JUL 11 1968
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HI WAY ADMINISTRATION
BUREAU PUBLIC ROADS

- 2-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-2(40)48 Klaboe
7/11/68

OJECT:	SEE BELOW
SECTION:	I-80N WEIGH STATIONS
WORK:	SIGNING
COUNTY:	SEE BELOW

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
JULY 2, 1968	JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

PROJECTS:	I80N-8(17)353	OLDS FERRY TRUCK SITE	- MALHEUR COUNTY
	I80N-7(24)307	E. BAKER TRUCK SITE	- BAKER COUNTY
	I80N-6(34)258	LAGRANDE TRUCK SITE	- UNION COUNTY
	I80N-2(40)48	WYETH TRUCK SITE	- HOOD RIVER COUNTY

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECTS AND WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S JUNE 20TH AND JUNE 26TH REPORTS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE

7-10-68
REFERRED TO
Young
Dy. State Hwy. Engr.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 196		DIVISION ENGINEER

RECEIVED
JUL 11 1968
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: SEE BELOW
SECTION: I-80N WEIGH STATIONS
WORK : SIGNING
COUNTY : SEE BELOW

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-2(40)48 Klaboe
7/15

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
JULY 2, 1968	JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

PROJECTS: I80N-8(17)353 OLDS FERRY TRUCK SITE - MALHEUR COUNTY
I80N-7(24)307 E. BAKER TRUCK SITE - BAKER COUNTY
I80N-6(34)258 LAGRANDE TRUCK SITE - UNION COUNTY
I80N-2(40)48 WYETH TRUCK SITE - HOOD RIVER COUNTY

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A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE

7-10-68

REFERRED TO
Young [illegible]
S/Asst. State Hwy. Engr.

NOTED
R. B. [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1968		DIVISION ENGINEER

RECEIVED
JUL 11 1968
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	SEE BELOW
SECTION:	I-80N WEIGH STATIONS
WORK:	SIGNING
COUNTY:	SEE BELOW

TO: FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-2(40)48 Kla[illegible]
7/[illegible]8

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
JULY 2, 1968	JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

PROJECTS:	I80N-8(17)353	OLDS FERRY TRUCK SITE	- MALHEUR COUNTY
	I80N-7(24)307	E. BAKER TRUCK SITE	- BAKER COUNTY
	I80N-6(34)258	LAGRANDE TRUCK SITE	- UNION COUNTY
	I80N-2(40)48	WYETH TRUCK SITE	- HOOD RIVER COUNTY

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECTS AND WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S JUNE 20TH AND JUNE 26TH REPORTS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE

7-10-68

REFERRED TO
Young [illegible]
By State Hwy. Engr.

NOTED
F. B. [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1968		DIVISION ENGINEER

RECEIVED
MAY 7 - 1968
FOR FILIN

I-80N-2(40) 4X

7158

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 6, 1968

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

SUBJECT: Illumination
Weigh Stations
Interstate 80N

Both the Division office and the Sign Department has inquired as to the possibility of installing illumination for the deceleration lanes and the scale house platforms at two weigh stations. The two stations are on Interstate 80N and are the West Wyeth station east of Cascade Locks, and the West La Grande weigh station near the Perry Interchange.

We estimate that the total cost of illuminating each of these stations would be $10,000 or a total of $20,000 for the two. We have received Federal-aid Interstate Funds in the past for this type of lighting. Do you wish to pursue this matter with the Bureau to see if we can obtain approval for lighting these two stations?

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

5-7-68
copy to)

Bud

Suggest we do this but slack off on account of I fund demands for Fremont.

E

NOTED
TOM EDWARDS

RECEIVED
MAY 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 I-80N 4.4 mi. & 9.1 mi. E. of Cascade Locks	**ADT**	PRESENT 6,500	FUTURE (66) (70) 13,500	YEAR (71) (72) 88

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Traffic Sign Installation	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME H	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 4.4 mi. & 9.1 mi. E. of Cascade Locks (E. and W. Wyeth Truck Scale Sites)			
5	3-6-68				**ROW**					
5					**CONST** (CODE) Y002			0.0	21,100	19,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	21,100 (16) (23)	19,400 (24) (33)
1	14	PROGRAM APPROVAL DATES				

The project consists of installing illuminated "Weigh Station Open/Closed" sign at E. & W. truck scale sites.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ocks	**ADT**	6,500	13,500 (66) (70)	88 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	529 (14) (18)

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I- 14 23	80-2(40) 7 13	48 (24) (26)	N 27

COUNTY NAME: Hood River — CODE 027 (14) (16)

ROUTE NO. I — FEDERAL-AID I-80N (32) — STATE (36) — U.S. (37) I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(59) (66)	(67) (76)			Installation of traffic signs for E. and W. Wyeth truck scale sites
0.0	21,100	19,400	1,700		ROW-300' normal; Access Control-full; Parking Restriction-complete
0.0	21,100	19,400	1,700		
	(16) (23)	(24) (33)			

The project consists of installing illuminated "Weigh Station Open/Closed" sign at E. & W. truck scale sites.

REMARKS

Additional Data: Item 449, Project I-80N-2(35)43

USCOMM DUSCOMM-DC 48903-P61

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 I-80N 1.9 mi. S.E. of Baker	**ADT**	PRESENT 2,000	FUTURE (66) (70) 4,200	YEAR (71) (72) 88

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26 62 Traffic Sign Installation	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Ba	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

ESTIMATED PROJECT COST BY

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 1.9 mi. S.E. of Baker			
5	3-6-68				**ROW**		(E. Baker Truck Scale Site)			
5					**CONST** (CODE) Y002			0.0	10,400	9,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	10,400	9,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

This project consists of installing an illuminated "Weigh Station Open/Closed" sign.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 2,000	FUTURE 4,200 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 531 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 80-7(24) 7 13	I. Projects Only POST MI. 307 (24) (26)	DESIG. N 27

COUNTY NAME Baker CODE 001 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

of

le

MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of traffic signs for truck scale site.
0.0	10,400	9,500	900		ROW-300' normal; Access Control-full; Parking Restrictions-complete
0.0	10,400	9,500	900		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Items 201, 470 and 486, Projects I-80N-7(9)306, I-80N-7(20)306 and I-80N-7(21)306.

This project consists of installing an illuminated "Weigh Station Open/Closed" sign.

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72
	1	I-80N 1.6 mi. W. of La Grande		3,300	5,800	88

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)
	Traffic Sign Installation							

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Interstate	Un	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 1.6 mi. W. of La Grande			
5	3-6-68				**ROW**		(W. La Grande Truck Scale Site)			
5					**CONST** (CODE) Y002			0.0	12,700	11,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	12,700	11,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

The project consists of installation of advance signs, illuminated "Weigh Station Open/Closed" sign, "Exit Speed" sign and entrance "Merging Traffic" signs.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 3,300	FUTURE 5,800 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 530 (14) (18)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 80-6(34) 7	SEQ. NO. 13	I. Projects Only POST MI. 258 (24) (26)	DESIG. N 27

COUNTY NAME Union CODE 061 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of traffic signs for W. La Grande truck scale site.
0.0	12,700	11,600	1,100		ROW-250' normal; Access Control-full; Parking Restrictions-complete.
0.0	12,700	11,600	1,100		
	(16) (23)	(24) (33)			

project consists of installation of advance
s, illuminated "Weigh Station Open/Closed"
, "Exit Speed" sign and entrance "Merging
ffic" signs.

REMARKS Additional Data: Item 74, Project I-80N-6(9)254

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 2.4 mi. S.E. Baker Co. Line 21 65	**ADT**	PRESENT 1,900	FUTURE 3,650 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Sign Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA
17-31

COUNTY NAME

ROUTE NO. I

FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 2.4 mi. S.E. of Baker County Line			
5	3-6-66				**ROW**		(Olds Ferry Truck Scale Site)			
5					**CONST** (CODE) Y002			0.0	10,400	9,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	10,400 (16) (23)	9,500 (24) (33)
1	14	PROGRAM APPROVAL DATES				

This project consists of installation of illuminated "Weigh Station Open/Closed" sign.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 1,900	FUTURE 3,650 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 532 (14) (18)

Y AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-8(17) 7	SEQ. NO. 13	I Projects Only POST MI. 353 (24) (26) DESIG. N 27

COUNTY NAME Malheur	CODE 045 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36)	U.S. (37) I-80N (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Installation of traffic sign for Olds Ferry truck scale site.
0.0	10,400	9,500	900		ROW-250' normal; Access Control-full; Parking Restrictions-complete
0.0	10,400	9,500	900		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Items 54 and 463, Projects I-80N-8(5)353 & I-80N-8(14)353.

This project consists of installation of illuminated "Weigh Station Open/Closed" sign.

USCOMM DUSCOMM-DC 48905-P61

S-15-106(1) Table Rock Rd. at Vilas Road 1968
on FAS 15-106, N. of Central
#7159 Point (Signal)

C9A
3568

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 102576

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-1-70	[illegible] 1012		15-1[illegible]-[illegible]7

Contract 715[illegible]
S-15-106 [illegible]

Jackson County
Board of Commissioners
Courthouse
Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Robert Carstensen, Engineer			
Final Billing: Table Rock Road-Vilas Road Section Traffic Control Signal, [illegible] 15-106. Covered by agreement dated 1-23-68.			
County advance deposit		2,300.00	
Amount previously transferred		1,500.00	
			800.00
County share of construction costs		1,923.09	
Amount previously transferred		1,500.00	
			423.09
To be refunded			376.91

RECEIVED
JUL 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

ACKNOW[illegible] REQUEST

By

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TABLE ROCK ROAD AT VILAS ROAD SECTION					
	JACKSON COUNTY					
	Construction Type Code Y031 Traffic Signal (MP 8.12 and MP 4.67)(Contract No. 7159)					
1	Temporary Protection and Direction of Traffic	All Required			$ 200.00	
2	Traffic Signal Installation, Complete	All Required			8,280.00	
	Credit for Salvaged Material	All Required			(300.00)	
	Total Construction Cost				$8,180.00	
	Construction Engineering State	All Required			1,227.00	
	Liquidated Damages Contract 7159	24	days	30.00	(720.00)	
	Total Participating Cost				$8,687.00	
	Nonparticipating Items Construction Engineering	All Required			$ 189.88	
	Salvage Credit	All Required			300.00	
	Total Nonparticipating				$ 489.88	
	Total Cost				$9,176.88	
	AMOUNT CARRIED FORWARD..					

R-21A (REV. 5-66)

GPO 907-993

USCOMM-DC 27088-P66

Summary of Completed Federal Aid Work

Table Rock Road at Vilas Road Section

S-15-106(1) Safety

Description	Type Code	Total Cost	F. A. Funds
Traffic Signal (MP 8.12 & MP 4.67)	Y031	$9,176.88	$5,520.59

```
                                                                 MAY 1970          PAGE   31
[illegible]
                                                                  FISCAL          GRAND TOTAL     ACTIVE YRS
EPARTMENT        PREFIX         FUNCTION     CURRENT MONTH      YEAR TO DATE        TO DATE        BEG    END

              514    1074        203      00 P                   1,650.00CR        1,650.00CR      69     69
              514    1074        204      00                     3,018.70                          69
              514    1074        296      00                    49,962.31CR       81,000.00CR      69     70
              514    1074        297      00                                      15,000.00        69     69
              514    1074        298      00                    49,962.31         66,000.00        69     70
              514    1074        900      00 P                   2,697.80         14,320.89        69     70
              514    1074        900      00                     4,034.93          4,108.61        69     70
              514    1074        950      00 P                     236.19CR                        69     69
              514    1074        950      00                       236.19            236.19        69     69
                             ** JOB TOTALS **                **   73,387.05  **   112,488.31  **

                                                                                                STATE
SUMMIT  CONT NO         * FA PROJ NOS                                              2,829.34CR      68     68
              515    1038        296      00                                       2,829.34        68     68
              515    1038        297      00
                             ** JOB TOTALS **                **              **               **

                                                                                                STATE
AS RD   CONT NO 7159 : FA PROJ NOS S    156001 100
              515    1040        201      00 P                      82.80          8,480.00        69
              515    1040        203      00 P                                       720.00CR      69     69
              515    1040        204      00                       424.00                          69
              515    1040        290      00 P                     300.00CR          300.00CR      69     69
              515    1040        290      00                       300.00            300.00        69     69
              515    1040        296      00         259.92CR      179.41          7,020.59CR      68     70
              515    1040        297      00                                       1,500.00        68     68
              515    1040        298      00         259.92        179.41CR        5,520.59        68     70
              515    1040        900      00 P                     170.06CR        1,227.00        68     70
              515    1040        900      00                       189.88            189.88        69     70
                             ** JOB TOTALS **                **      526.62  **    9,176.88  **

                                                                                                STATE
MEDFORD CONT NO 7291 = FA PROJ NOS S    101001 100
              515    1043        201      00 P                 116,700.85        116,700.85        70
              515    1043        276      01 P                     171.24            171.24
              515    1043        276      01                        17.14             17.14        70     70
              515    1043        278      01 P                     490.71            490.71
              515    1043        296      00                   101,902.63CR      101,902.63CR      69     70
              515    1043        297      00                    20,600.00         20,600.00        69     69
              515    1043        298      00                    81,302.63         81,302.63        70     70
              515    1043        900      00 P                  10,592.23         10,592.23        69     70
              515    1043        900      00                        57.93             57.93        69     70
                             ** JOB TOTALS **                **  128,030.10  **   128,030.10  **
```

Traffic Lights
At Table Rock and
Vilas Roads.

FORM PR-33C
(REV.3-68)

OSHD
Region
Wash DC

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Jac 15-106
Jackson Co

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7-2-69

js

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE L. H. Young	COUNTY Jackson	
TITLE Office Engineer	PROJECT NO. S-15-106(1)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY C. T. Christianson, Area Engr and W. N. Bryant, Area Engr	DATE OF INSPECTION 3-19-69	

IN COMPANY WITH Robert J. Carstenson, Co-Engr and Harold Reynoldson, Co-City Engr, OSHD

CONTRACTOR'S NAME Steeck Electric Co.	CONTRACT AMOUNT $ 8,480.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project provided for the installation of traffic signals at the intersection of Table Rock Road and Vitas Road. The contract also provided for relocating the existing red and yellow flashing head to the intersection of Beall Lane and Hanley Road.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y-031	0.00	NA	NA	NA

RECEIVED
SEP 22 1969
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

TABLE ROCK ROAD AT VILAS ROAD
Signal Installation

This contract was awarded August 9, 1968, work started on January 29, 1969, and was completed on March 14, 1969. The contract time overran 13% and liquidated damages have been assessed.

There were no overruns or underruns in contract quantities. The materials and workmanship are in accordance with the contract plans and specifications.

The project was accepted by the County and by the State Highway Commission on July 23, 1969.

9/22/69
Copies to
[illegible]
Cox
[illegible]
Chan
Gallagher
Hatch
Zw

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W N Bryant		SIGNATURE Original signed by R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 8-11-69	TITLE Division Engineer	DATE 8-28-69

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
P. B. Anastasio

NOTED
DON HARWELL

RECEIVED
JUL 24 1969
FOR FILING

5-15-106(1)

7159

July 24, 1969

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7159 awarded to Steeck Electric Company for traffic signal installation on the Table Rock Road at Vilas Road on FAS 15-106 in Jackson County was completed on March 14, 1969, and accepted by the Highway Commission on July 23, 1969.

Final payment in the amount of $506.38 will be released to the contractor after July 31, 1969. The total contract amount is $7,760 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

scs

cc Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

bcc C. T. Keasey
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 24 1969

FOR FILING

S-15-106 (1)

7159

July 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed March 14, 1969, on Contract No. 7159. The contract was with Steeck Electric Company and was for traffic signal installation at the Table Rock Road at Vilas Road intersection on the FAS 15-106 Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 23, 1969, and that you concur in this procedure at the Commission meeting on August 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
L. H. Young
F. D. Morgan
C. T. Keasey

srb sr

C

RECEIVED
JUN 26 1969

FOR FILING

5-15-106(1)

7159

May 29, 1969

#2

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on May 28, 1969, considered your request for an additional 24 calendar days on Contract No. 7159 for traffic signals on Table Rock Road at Vilas Road in Jackson County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request and assessed liquidated damages for the 24-day overrun.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
Howard Harris

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7159 Contractor Steeck Lectric Co.

Highway FAS 15-106

Section Table Rock Road at Vilas Road

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Delay in delivery of materials is not a reason for an extension of time without assessment of liquidated damages. No delay was caused by State in inspection of the poles.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 29 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

John [illegible] II
Asst Division Engineer

Ivan D. Merchant
~~Construction Engineer~~ or Bridge Engineer

Asst - State Highway Engineer

Contract No. 7159
Project designation State (State-Federal)
Date awarded August 9, 1968
Work started January 29, 1969
Per cent completed 100% March 14, 1969 (Date)
No. of Workdays Allowed 180
No. of Workdays Used 204
No. of Added Workdays Requested 24

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 27, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 204 days, within which to complete our Contract No. 7159, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(Please see attached sheet for our request for an extension of time.)

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steeck
Herman Steeck, Owner

CONSENT OF SURETY

Date *April 1*, 19*69*

We, *UNITED PACIFIC INSURANCE COMPANY*
P. O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Vevera
Attorney-in-fact
Frank Vevera (SEAL)

Resident Agent

STEECK ELECTRIC CO.

Public, Commercial and Industrial Contracting

TELEPHONE 503 779-2772

1046 COURT STREET • P.O. BOX 1243 • MEDFORD, OREGON 97501

March 27, 1969

[illegible]
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 2 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

Oregon State Highway Dept.
Howard R. Harris, Resident Engineer
P. O. Box 1128
Roseburg, Oregon

Re: Table Rock Rd. at Vilas Rd.
Traffic Signal Installation
Contract #7159

Gentlemen:

Attachment sheet to:

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

"the conditions or causes which actually prevented the prosecution of work were as follows:

This project was delayed due to the non-arrival of the poles; we submit letters from our supplier, also the bill of lading showing the date of pick-up of the poles for delivery to substantiate our request for an extension of time.

Another factor preventing the timely arrival of the poles was due to the fact that when the poles were ready for shipment they were delayed another five days because the State Inspector was not available to inspect the poles. Additionally, when the poles arrived and were installed it was found that the mast arms were not bent properly and we had to make arrangements for this to be corrected.

We ask that you review this project and the information we have given you and respectfully request that the 24 days deemed as excess calendar days against this project be given to us as an extension of time. These conditions causing the delay certainly were beyond our control and we trust that all these reasons will be considered for the extension of time.

Respectfully submitted,

STEECK ELECTRIC CO.

Herman Steeck

HERMAN STEECK,
Owner

HS:ds

encl. - copies of:
Hrubetz & Bushnell letter
Stevens Steel Service Center letter
Bill of Lading

UNIFORM STRAIGHT BILL OF LADING — Original—Not Negotiable—Domestic

Shipper's No.

Local Tr. Carrier Agent's No.

From Hewlett & Bushnell Date March 10 1969

2418 Turner Rd. S.E. Salem, Ore.

[illegible]

Consigned to Street Electric Co. @ Table Rock Rd. &

Destination Vilas Rd. Street Medford City County Oregon State

Route

Delivering Carrier Vehicle or Car Initial No.

Collect On Delivery $ and remit to:

Street City State

4	28' 7 ga. Steel Poles			
4	19' Mastarm Poles			
4	Mast arms			
16	[illegible] Clamps			
4	Walk Wait Bracket Sets			
8	Pole Tops			
8	Handhole Covers			
4	Caskets			
	Misc. Parts			

Pole Parts Prepaid

C. O. D. charge to be paid by Shipper ☐ Consignee ☐

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Signature of Consignor

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

Per

The signature here acknowledges only the amount prepaid.

Charges Advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE — Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

Hewlett & Bushnell Shipper, Per Bob Bushnell Agent, Per

Permanent post-office address of shipper

6A 653 Redi-form

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 29 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

C

RECEIVED
MAY 21 1969
FOR FILE

S-15-106(1)

7159

May 20, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
May 28, 1969 meeting

Gentlemen:

Steeck Electric Company, contractor for the construction of traffic signals on Table Rock Road at Vilas Road, FAS 15-106, Jackson County, Contract 7159, has requested that it be granted an additional 24 calendar days to complete the contract work without assessment of liquidated damages.

The contractor states the following reasons for the delay in completion of the work:

(1) An equipment breakdown in the plant of a subsupplier to the pole manufacturer.

(2) The State did not inspect the poles which prevented delivery.

The contract allotted 180 calendar days to complete the work. The work was completed March 14, 1969, with 204 calendar days charged. This is an overrun of 24 calendar days.

Delay occasioned by nondelivery of materials is not a reason for an extension of time without assessment of liquidated damages within the language of the contract. No delays were caused by the State, as the poles were inspected as soon as the fabricator had them completed.

I recommend that the contractor be assessed liquidated damages for the 24-day overrun. This amounts to an assessment of $720.00.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
Ivan Merchant
C. T. Keasey

CAG:jr sr

S-15-106(1)
7159
C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: XXXX Table Rock Rd. at Vilas Rd.

WEEK ENDING: March 29, 1969

SECTION PREFIX: 515-1040

HIGHWAY: FAS 15-106

COUNTY: Jackson

NAME OF JOB: Table Rock Rd. at Vilas Rd.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Steeck Electric Co.

CONTRACT NUMBER: 7159

FEDERAL AID PROJECT NUMBER: S-15-106(1)

DATE OF CONTRACT: August 9, 1968

DATE WORK STARTED: January 29, 1969

ESTIMATED COMPLETION DATE: March 14, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 180

CALENDAR DAYS USED 204

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 113

PROJECT AUTHORIZATION: $ 9,409.60

EXCLUSIVE OF ENGINEERING: $ 8,561.60

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,561.60

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 848.00

ENGINEERING COST TO DATE $ 851.00

This week 0.00

PERCENT OF AUTHORIZATION 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: March 14, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 31 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete except for replacement of warning signs & their support straps and final project inspection.

Final Weekly Report.

SIGNED

for Howard R. Harris

LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Jackson fas 15-106

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96083

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-9-68	CC 1130		515-1040-297

NOTED
H. S. COX

Jackson County
Courthouse
Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
AUG 9 1968
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: R. J. Carstensen, County Engineer			
Advance Deposit			
Partial transfer of advance deposit for the traffic control signals at the intersection of Vilas Road (FAS 15-106) and Table Rock Road (FAS 15-104). Covered by agreement dated 1-23-68.			2,300.00
			1,500.00
To be retained			800.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. D. [illegible]

NOTED
DON H[illegible]

NOTED
H. S. COX

Salem, Oregon
August 8, 1968

Traffic Control Signals
Vilas Road at Table Rock Road
FAS 15-106 and FAS 15-104
Jackson County

Mr. C. H. Maison
Controller

OFFICE

Attention John Hurr

Herewith is Jackson County's check #32185 in the amount of $2,300.00, which is the required amount for the advance deposit for subject project. The contract is now clear for award.

HR

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County and City Division

HR:eb

Enc.

cc Ivan Merchant
L. H. Young
L. E. George

RECEIVED BY C C Haviland

Date 8/8/68

NOTED
RICHARD UNREIN

NOTED
MAINUR C. HOLMES

NOTED
DON HARWELL

FORM E-12

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
~~DAVID E. SIMPSON, MEMBER~~
~~PORTLAND~~
Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 1, 1968

RECEIVED
AUG 8 1968
ENGINEER
COUNTY & CITY DIVISION

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention Mr. R. J. Carstensen, County Engineer

Dear Sir:

On August 1, 1968, a satisfactory bid was received from Steeck Electric Company of Medford, Oregon for the installation of traffic control signals at the intersection of Table Rock Road (FAS 15-104) at Vilas Road (FAS 15-106). As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	$8,480.00
14-1/2% Engineering & contingencies	1,229.60
Estimated Total Installation Cost	$9,709.60
County Advance Deposit:	
20% of $9,709.60 = $1,941.92, or say	$2,000.00
Plus cost of salvaging material	300.00
	$2,300.00

Please make this advance deposit in the amount of $2,300 Rec'd payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Harold Reynoldson
Harold Reynoldson
Planning Engineer

HR:eb

RECEIVED
AUG 5 1968

NOTED
DON HARWELL

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-21	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-23-68	COUNTY Jackson PROJECT NO. S-15-106(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Table Rock Road at Vilas Road Section on FAS 15-106

515-1040 6¢ p#1

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.00
OTHER (*Specify*)		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,028	$ 5,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______
(Division Engineer)
R. E. Simpson

Date executed by Division Engineer AUG 22 1968

Oregon State Highway Department

Federal-Aid
Project No. S-15-106(1) Safety

TABLE ROCK ROAD AT VILAS ROAD SECTION

ON F.A.S 15-106 IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, August 15, 1968

Type Code X031
Traffic Signal (MP 8.12 and MP 4.67)(Contract No. 7159)

Temporary Protection and Direction of Traffic	All Required	$ 200.00
Traffic Signal Installation, Complete	All Required	8,280.00
	Subtotal	$8,480.00
	10% Engr. & Cont.	848.00
	Total	$9,328.00
Credit for Salvaged Material	All Required	(300.00)
	Total	$9,028.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$5,700.00
State Funds -	1,664.00
County Funds -	1,664.00
Total	$9,028.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

⑥ -

C-1-100%

Oregon State Highway Dept.

Federal Aid
Project No. S-15-106(1) Safety

Table Rock Road at Viles Road Section on
FAS 15-106 in Jackson County

Project agreement estimate.

Salem, Oregon 1966

Type Code Y031
Traffic Signal (M.P. 8.12 and M.P. 46.7) (Contract No. 7159)

Temporary Protection & Direction of Traffic	All Required	$ 200.00
Traffic Signal Installation, Complete	" "	8,280.00
subtotal		$ 8,480.00
10% Engr. & Cont.		848.00
Total		$ 9,328.00
Credit for Salvaged Material	All Required	(300.00)
Total		$ 9,028.00

Length of Project 0.00 mile

Federal Funds	$ 5,700.00
State Funds	1,664.00
County Funds	1,664.00
Total	$ 9,028.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
SEP 23 1968

FOR FILING

S-15-106(1)

7159

August 12, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for traffic signal installation on Table Rock Road at Vilas Road on FAS 15-106 in Jackson County for the sum of $8,480.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Jackson County is received and the sum of $2,300.00 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7159. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
C. T. Keasey
Howard Harris
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUL 22 1968

FOR FILING
S-15-10 C(1)

7159

MISC. CONTRACTS and
AGREEMENTS No. 3568

July 19, 1968

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention: E. M. Madden
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering traffic signal installation on Table Rock Road at Vilas Road in Jackson County.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

Attachment

cc Mr. H. S. Cox
(conformed copy)

RECEIVED
JUL 17 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

S-15-106(1)
7159

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 9, 1968

In reply refer to: 08-35-DB

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

Valach

SUBJECT: Oregon Project S-15-106(1)
Villas Road - Table Rock Road Intersection
Traffic Control Signals

We hereby approve the procedure outlined in Mr. Reynoldson's - Copy attached June 26, 1968 letter for salvage and disposition of existing traffic control installations to be removed as a result of this project.

Copies - Klaboe
Marchant
Crandall
Young
H. S. Cox
7-16-68

RECEIVED
JUL [illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
[illegible]
FLOYD QUERY, SECRETARY
SALEM

FAS-C

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 3, 1968

JUL
RECEIVED
JACKS NTY
COURT

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention Mr. R. J. Carstensen, County Engineer

Gentlemen:

Enclosed are two copies of an agreement in connection with the installation of the traffic signal at the intersection of FAS 15-106 and FAS 15-104.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

It is presently planned to accept bids on this project at the July 25, 1968 letting. The estimate for this project is $13,500. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

by

Harold Reynoldson
Harold Reynoldson
Planning Engineer

RE EIVE
JUL 15 1968
E. NEER
COUNTY & CITY DIVISION

HR:eb

Enc.

Young 7-10-68

NTHLY TRANSACTION No.
EM 993 - 7-1
ITEM 994 - 7-2
ITEM 995 - 7-3

PR-48
(10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: JULY 2, 1968
BY (Signature): MR. YOUNG'S JUNE 20, 1968 LETTER
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

1* NOS. ______ THRU ______

STAGE 2 ITEM NOS. 993 THRU 995

PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
S-15-106(1)	0.00	$12,000	7,200	TABLE ROCK ROAD (VLAS RD.)*	SIGNALS
S-566(1)	0.036	$100,000	60,000	LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE *	STRUCTURES
S-171(2)	0.046	$150,000	90,000	UMATILLA RIVER (CAYUSE) BRIDGE	STRUCTURES

* - SAFETY PROJECTS

NOTED
F. B. KLABOE

1 2 64

(Division)

RECEIVED
JUL 10 1968
FOR FILING

S-15-106(1)
7159

RE AUT TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED
THE OJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU
XCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR
THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MARCH23, 1966, THIS OFFICE SHOULD BE
D EXCEPTIONS AND REASONS THEREOF.

COMMENDED
D TITLE

DATE: 7-2-68

APPROVED
SIGNATURE AND TITLE
For ROBERT E. SIMPSON, DIVISION ENGINEER

any [illegible] authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the [illegible] Federal funds for the undertaking

RECEIVED
JUN 2 8 1968

Form FH-101

UNITED STATES GOVERNMENT

Memorandum

5-15-106(1)
7159

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 26, 1968

In reply refer to: 08-35.3/710.17

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Highway Safety Improvement Program

Reference is made to Mr. Cox's June 17 letter concerning two proposed signal installations on FAS Route 15-106 in Jackson County. It is our understanding that the proposed installations are currently being programed as a Federal-Aid Secondary Project. Approval of the program action identifying this project as a safety improvement is expected in the near future.

In response to your further request it would appear entirely appropriate that this project be included in the next annual update of the inventory of hazardous locations.

6-28-68

REFERRED TO
Cox Young
By Asst. State Hwy. Engr.

RECEIVED
JUN 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 27 1968

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
~~DAVID B. SIMPSON, MEMBER~~
~~PORTLAND~~
Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

S-15-106(1)

June 26, 1968

7/15

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Traffic Control Signals at the
Intersection of FAS 15-106 and
FAS 15-104
Jackson County

Project No. S-15-106(1)

Dear Mr. Simpson:

The programming for the subject project will soon be transmitted to you for approval.

Jackson County is now requesting that the material salvaged from this project be delivered to their shops, for which they have agreed to pay $300, as determined by the Highway Traffic Division.

Your approval of this procedure is requested.

Very truly yours,

H. S. Cox
County and City Engineer

by

Harold Reynoldson
Harold Reynoldson
Planning Engineer

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
R. N. Chase
C. G. Swensen

HR:eb

RECEIVED
JUN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

([illegible]) ([illegible] 15-[illegible])

Table Rock @ Villa Rd.

Salvageable Material

	Salvage Cost
1 — 12" adjustable four-way flashing beacon head	190.00
2 - 30 ft. wood poles	28.00
1 — Flasher mechanism	26.00
Material	$244.00

Material	$244.00
Labor	56.00
Total	$300.00

FAS 15-106

Handed to [illegible] 4/24/[illegible] [illegible] Johnson

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

NOTED
H. S. COX
6-21-6

RECEIVED
JUN 27 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 15-104 (former FAS 273) at FAS 15-106 (former FAS 274)

Project Name Traffic Control Signals at Intersection of Table Rock Road and Vilas Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Medford, Oregon, this 21 day of June, 1968.

Jackson County

Earl M. Miller
Judge

Commissioner

Henry T. Padgham
Commissioner

NOTED
HAROLD REYNOLDSON

Copy to :- John Oaks
F. B. Crandall
C. G. Swensen
Dick Chase

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR
(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 2.4 mi. N.E. and 1.1 mi. S.W. of Central Point 21 65			**ADT**	PRESENT 7,400*	FUTURE 14,000* (66) (70)	YEAR 88 (71) (7	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Traffic Signal Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (75	
CARD 4	CLASS OF FEDERAL FUNDS Secondary						COUNTY NAME		
	NAME OF URBAN AREA 17-21						ROUTE NO. S	FEDERAL-AID 15-106	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 2.4 mi. N.E. and 1.1 mi. S.W. of Central Point			
5	6-20-73				**ROW**		(Traffic signal Vilas Road at Table Rock Road)			
5					**CONST** (CODE) Safety Y-031			0.00	12,000	7,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	12,000	7,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. of 65	**ADT**	PRESENT 7,400* (66)	FUTURE 14,000* (70)	YEAR (71) 88 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 022 (9)
								ITEM NO. (14) 993 (16)

SUPV AGCY (69)	DA CLASSIF. — (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 S 23	NUMBER SEQ. NO. 7 15-106(1) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Jackson	CODE 029 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 15-106 (32)	STATE Co. Rd. (36) (37) U.S. (41)

ESTIMATED PROJECT COST BY PHASES

MILES (54) (53)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Installation of traffic signals at MP 8.2 and reinstallation of flashing red & yellow head removed from MP 8.2 at MP 4.7. ROW-60' min.; Access Control-none; Parking Restrictions-none.
0.00	12,000	7,200	2,400	2,400 (Co.)	
0.00	12,000	7,200	2,400	2,400 (Co.)	
	(16) (23)	(24) (33)			

REMARKS Relocation Assistance - none involved. Request to include this project as "Safety Improvement" in the May, 1966 "Inventory of Hazardous Locations" made under Mr. Prange's letter of June 17, 1968.

TRAFFIC SIGNALS (MP 8.2 & MP 4.7)

Project No. S-15-106(1)

Remarks Continued

*Total traffic thru intersection MP 8.2 based on count at each entrance:

1968	1988
E-2,050	E-3,900
W-3,900	W-7,400
S-3,700	S-7,000
N-5,100	N-9,700

Existing Facilities:

At intersection of FAS 15-104 and FAS 15-106 there is a flashing amber signal on FAS 15-104 and a flashing red signal along with stop signs on FAS 15-106.

At intersection of FAS 15-106 and Beall Lane there is a flashing amber signal on FAS 15-106 and a flashing red signal on Beall Lane.

Adjacent Sections:
North & South: FAS 15-106 has 22' AC paving with 6' gravel shoulders.
East & West: FAS 15-104 has 22' AC paving with 14' gravel shoulders.

Project Data:

At intersection of FAS 15-106 and FAS 15-104 install 2-phase, pretimed traffic control signal with lighted advance warning signs mounted on mast arms. Transfer flasher head from intersection of FAS 15-104 and FAS 15-106 and install same at intersection of FAS 15-106 and Beall Lane.

Right-of-Way: 60'
Access Control: None

RR Xing: None
Minimum Design Standards: No exceptions

System Action: Co
Public Hearing: No

Unusual or Complic

Route Data: S-338

P 8.2 & MP 4.7)

S-15-106(1)

based on count at each

1988

E-3,900
W-7,400
S-7,000
N-9,700

and FAS 15-106 there is a
a flashing red signal along

6 and Beall Lane there is a
a flashing red signal on

as 22' AC paving with 6'
ders.
as 22' AC paving with 14'
ers.

6 and FAS 15-104 install 2-phase,
ighted advance warning signs
r head from intersection of
same at intersection of FAS 15-106

ns

System Action: Completed
Public Hearing: Not required

Unusual or Complicated Situations: None

Route Data: S-338(3)

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
~~DAVID B. SIMPSON, MEMBER~~
~~PORTLAND~~
Fred W. Hill, Pendleton
~~Thaddeus Bruno, Portland~~

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JUN 17 1968

5-15-106(1)

7159

June 17, 1968

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Signal Installation
FAS 15-106
Jackson County

Dear Mr. Simpson:

The Highway Department proposes to call for bids at the July 25 letting for the installation of a two-phase, pre-timed traffic signal with advance warning devices on FAS 15-106 at the junction of Villas Road and Table Rock Road. An additional phase of the project is to remove the existing overhead flashing signal at this intersection and to reinstall it on FAS 15-106 at the junction of Hanley Road and Beall Lane.

Jackson County has requested that the signal installation be constructed as an FAS-C project, and, based on the findings of our investigation (see attached correspondence), we recommend that the project be added to the County's "Inventory of Hazardous Locations" and that you approve it as a safety project.

Very truly yours,

H. S. Cox
County and City Engineer

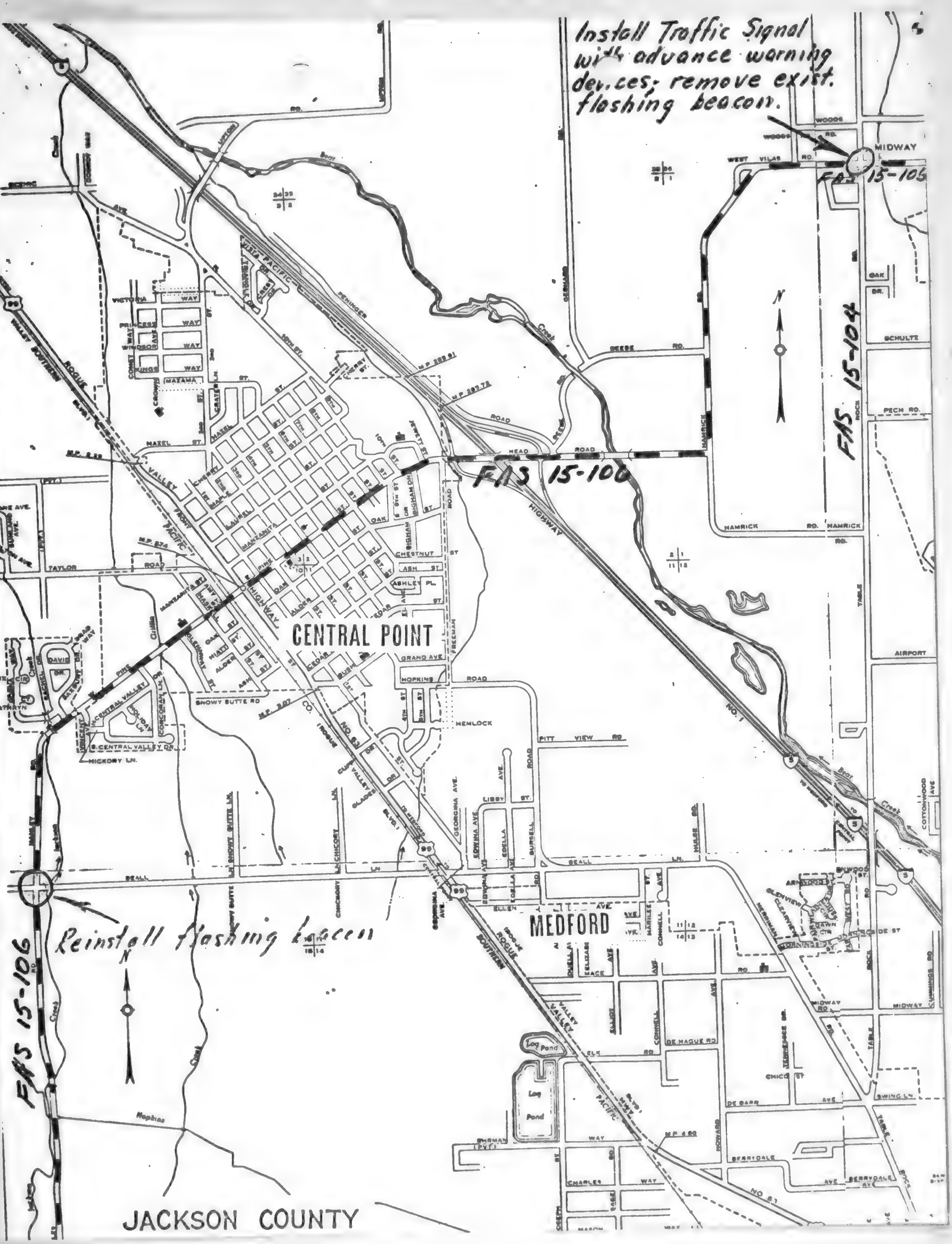
by

R. H. Prange
Field Engineer

RHP:eb

Enc.
bc F. B. Klaboe
L. H. Young
F. B. Crandall
R. N. Chase

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER


Install Traffic Signal with advance warning devices; remove exist. flashing beacon.

FAS 15-106

FAS 15-104

FAS 15-106

Reinstall flashing beacon

FAS 15-106

CENTRAL POINT
MEDFORD
JACKSON COUNTY
MIDWAY
WOODS RD.
WEST VILAS RD.
OAK DR.
SCHULTZ
PECH RD.
HAMRICK RD.
AIRPORT
BEEBE RD.
HEAD ROAD
PENINGER
HIGHWAY NO. 1
VALLEY PACIFIC
ROGUE VALLEY BLVD.
PINE
TAYLOR ROAD
HAZEL ST.
VICTORIA WAY
PRINCESS WAY
WINDSOR WAY
KINGS WAY
CHESTNUT ST.
ASH ST.
ASHLEY PL.
GRAND AVE.
HOPKINS ROAD
HEMLOCK
SNOWY BUTTE RD
CENTRAL VALLEY DR.
HICKORY LN.
PITT VIEW RD
LIBBY ST.
BEALL LN.
ELLEN AVE.
MIDWAY
DE BARR AVE
BERRYDALE AVE
CHARLES WAY
SHERMAN WAY
ELK RD
CHICO ST
DE MAGUE RD
MACE
Log Pond
M.P. 283.91
M.P. 283.75
M.P. 2.59
M.P. 2.74
M.P. 3.07
M.P. 4.60
N
N
N
Bear Creek
Griffin Creek
Jackson Creek
Hopkins
NO. 63
NO. 61

① F. B. Crandall
② ~~Hist~~
③ File

FORM E-123

COMMISSIONERS
G[illegible] JACKSON, CHAIRMAN
KE[illegible] FRIDLEY, MEMBER
DA[illegible] SIMPSON, MEMBER
PORTLAND
F[illegible] QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
October 17, 1966

Mr. Robert J. Carstensen
Jackson County Engineer
Jackson County Court House
Medford, Oregon

Dear Mr. Carstensen:

This will acknowledge your letter of September 20, 1966 concerning the possible warrant for signalization at the intersection of Table Rock Road and Vilas Road in Jackson County.

Mr. Clark, Division Traffic Engineer, has completed an investigation at this location and recommends that you consider the installation of a two-phase, pre-timed traffic signal at this location. Attached is a traffic signal warrant comparison data sheet indicating that the minimum vehicular volume warrant is not met but is approaching this warrant. The accident experience warrant is met and the combination of these two is the basis for this recommendation.

I am also attaching a summary of the results of a 16 hour manual turning movement count factored at 24 hours taken August 22 and 23, 1966. As can be seen, 8,769 vehicles entered this intersection. 5,604, or 64%, entered from the north and south on Table Rock Road. 3,165, or 36%, entered from east to west on Vilas Road. This volume split would indicate a satisfactory operation of a pre-timed traffic signal.

Also attached is a collision diagram showing the reported accidents during the period from January 1, 1964 to August 31, 1966. There were no fatalities but 9 persons were injured. There were 8 angle, 5 turning, and two rear end type accidents. You will note that 5 of the 8 angle collisions, which is a type preventable by signalization, have occurred during the last 12 months studied.

RECEIVED
OCT 19 1966
TRAFFIC ENGINEERING

NOTED
L. F. GEORGE

NOTED
TRAFFIC CONTROL
ENGR.

It is estimated that a mast arm type traffic signal at this location would cost approximately $5,000. The total cost of this, of course, would be a Jackson County responsibility. However, as our policy has been to assist the counties and cities, the Highway Department would do the engineering work to design a signal and prepare plans and specifications so that the county could contract this work if they so desire. The engineering cost for this would be billed to the county on an actual cost basis.

In the event you wish to proceed along these lines, we would request a detailed survey of the intersection to be forwarded to our Salem office as a design base map.

Very truly yours,

Carl M. Williams

CARL M. WILLIAMS
Assistant Division Engineer

GLC/cw
Attach.
cc F. B. Crandall
L. R. Chandler
R. L. Lammert

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

October 1966

Traffic Signal Warrant Comparison

LOCATION: Table Rock Road at Vilas Road

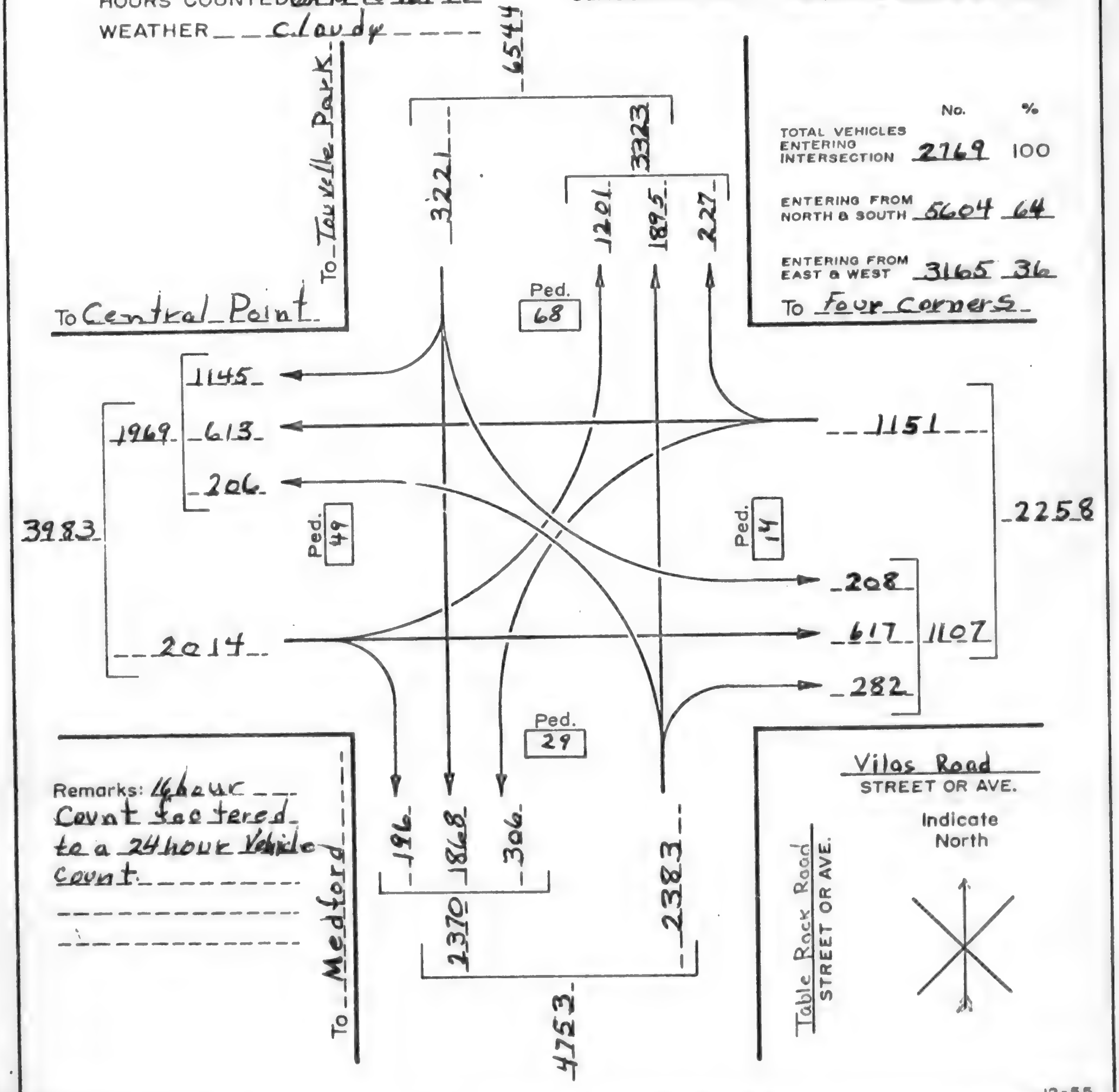
Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	395	500
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	129	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	395	750
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	129	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	395	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	5	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	5	5

REMARKS:

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 22-23 1966.
DAY OF WEEK Monday-Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER cloudy

~~CITY OF~~ Jackson County
INTERSECTION OF Vilas Road
AND Table Rock Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



6544
3221
3323
1201
1895
227
To Tolvelle Park
To Central Point
Ped. 68
1145
1969
613
206
3983
Ped. 49
Ped. 14
1151
2258
208
617
1107
282
2014
Ped. 29
196
1868
306
2370
2383
4753
To Medford
To Four Corners
Vilas Road
STREET OR AVE.
Table Rock Road
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	2769	100
ENTERING FROM NORTH & SOUTH	5604	64
ENTERING FROM EAST & WEST	3165	36

Remarks: 16 hour Count factored to a 24 hour Vehicle count.

12-55

Form E-46-136

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date August 22-23 1946
Day of week Monday - Tuesday
Hours counted 6AM to 10PM
Weather Cloudy

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
		SUMMARY BY MOVEMENTS															
A. M.	6:00- 7:00	11	6	31	114	61	114	19	25	14	14	3	1	413	232	56	181
	7:00- 8:00	4	6	57	85	145	78	27	20	12	10	5	5	477	301	63	176
	8:00- 9:00	6	5	53	55	110	60	30	28	17	10	3	10	327	241	[illegible]	128
	9:00-10:00	12	11	69	37	114	118	32	39	22	13	8	9	486	325	69	161
	10:00-11:00	10	15	77	73	104	108	29	31	22	12	17	11	[illegible]	322	63	192
	11:00-12:00	11	11	55	51	77	91	27	51	15	11	15	12	452	282	62	170
P. M.	12:00- 1:00	7	12	47	32	123	116	32	37	12	14	2	12	474	307	65	167
	1:00- 2:00	9	12	27	46	119	132	40	27	18	23	12	15	[illegible]	[illegible]	67	179
	2:00- 3:00	12	15	75	104	107	136	32	31	20	21	18	15	590	366	62	224
	3:00- 4:00	14	22	137	156	174	146	47	45	13	34	20	20	735	487	66	248
	4:00- 5:00	21	25	143	82	184	164	57	46	30	[illegible]	18	17	805	551	68	254
	5:00- 6:00	13	17	83	51	113	186	47	49	12	[illegible]	13	25	660	438	66	222
	6:00- 7:00	16	21	76	58	[illegible]	119	20	40	18	21	20	[illegible]	514	307	60	207
	7:00- 8:00	[illegible]	9	40	51	[illegible]	66	37	35	18	22	2	[illegible]	399	239	60	160
	8:00- 9:00	14	3	30	25	71	62	20	23	[illegible]	18	10	[illegible]	305	185	61	120
	9:00-10:00	5	4	27	25	50	45	22	17	12	8	5	4	222	134	60	88
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
	24-Hour total	208	227	1165	1201	1568	1875	618	617	306	282	196	206	8769	5604	64	3165
	...-Hour total	187	[illegible]	1041	1092	1697	1723	562	561	275	256	178	157	7772	[illegible]	64	2877
	...-Hour total																
	Control																
	Factor																

Table Rock Road St. is North and South

Vilas Road St. is East and West

STATE PRINTING DEPT.

ON STATE HIGHWAY COMMISSION
Traffic Engineering Division

MARY OF TRAFFIC COUNT

City of Jackson County
Intersection Midway-Vilas Road & Table Rock Road.
Station number
Code number

n All Vehicles

Entering Volumes

						SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
1	513	332	56	181	44	183	37	142	129	4			
5	477	301	63	176	37	208	46	130	93	3		1	
10	387	249	64	138	36	169	52	86	80	2	2		
9	486	335	69	151	31	195	65	86	140				
11	514	322	63	192	37	191	66	126	131	3	3		2
12	452	282	62	170	58	168	53	117	114	7	1	3	1
12	474	307	65	167	35	159	56	111	148	12	1	1	3
15	539	360	67	179	33	195	72	107	165	5	1		1
15	590	366	62	224	38	194	71	153	172	3			2
23	735	487	66	248	34	295	82	166	192			1	2
17	805	551	68	254	32	348	112	142	203	12			4
25	660	438	66	222	34	211	80	142	227	1	2		4
[illegible]	514	307	60	207	40	154	89	118	153	6		6	1
7	399	239	60	160	40	142	66	94	97	5	2	20	
3	305	185	61	120	39	115	59	61	70	3	2		2
2	222	134	60	88	40	82	38	50	52				
266	8769	5604	64	3165	36	3321	1151	2014	2283				
187	7772	5075	64	2877	36	2929	1046	1831	2166	68	14	49	29

Tabulated by

Computed by

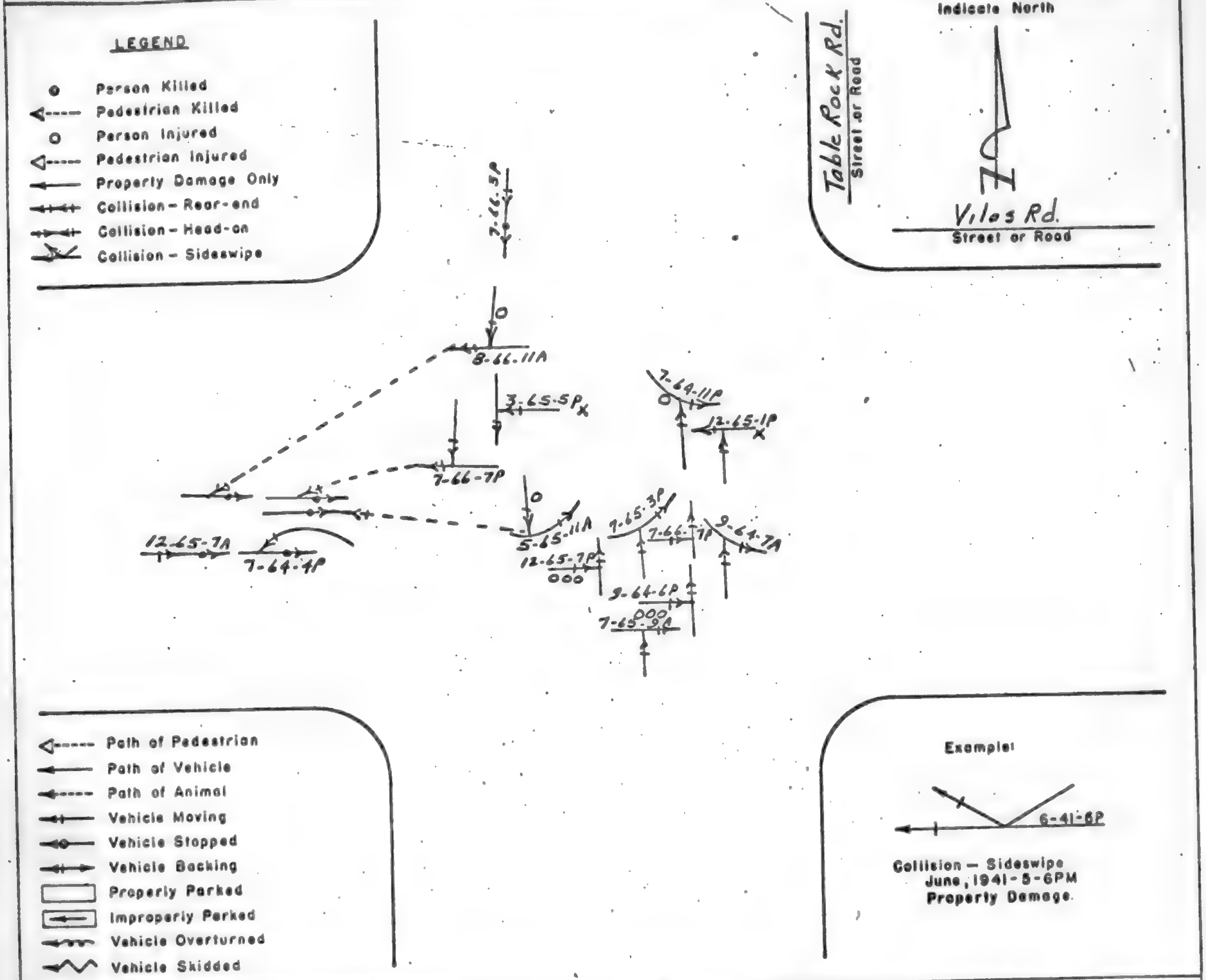
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County Jackson
Intersection of Vilos Rd. and Table Rock Rd.
Highway Number ______
Period Covered 1-1-64 to 8-31-66
Compiled by Pc Drawn by ______ Date 10-11-66


LEGEND
● Person Killed
◁----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Table Rock Rd.
Street or Road
Indicate North
Vilos Rd.
Street or Road
7-66-5P
8-66-11A
3-65-5P
7-64-11P
12-65-1P
7-66-7P
5-65-11A
7-65-3P
7-66-7P
9-64-7A
12-65-7A
7-64-4P
12-65-7P
000
9-64-6P
000
7-65-9A
◁----- Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision — Sideswipe
June, 1941-5-6PM
Property Damage.

Collision Type	1964				1965				8 mos. 1966								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1		1	3	4		1	2	3						3	5	8
Head-on																			2	2
Rear-end							1	1			1	1								
Sideswipe																		2	3	5
Turning Movement		1	2	3		1	1	2												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	2	4		2	5	7		1	3	4						5	10	15

Form E-260—2M—11-45

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing 6-11-68 Bc

LOCATION Jackson Co.

Table Rock Rd. & Vilas Rd

Hwy. No. — Rte. No. —

From M.P.

To M.P.

Period Covered: 1-1-65 to 12-31-67

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
Table Rock Rd. & Vilas Rd.																			
1965	4		1			2							7		2	5		4	
1966	3		1										4		1	3		1	
1967	2					2					1		5		1	4		1	
Total	9		2			4					1		16		4	12		6	

ED
COX

SAFETY Yes

MEMO TO R. N. CHASE **Date** June 13, 1968

15-106
FAS ___, JACKSON **COUNTY:** INTERSECTIONS OF FAS ROUTE 15-106 **SECTION**

TERMINI: At M.P. 4.7, FAS 15-106 intersects Beall Lane and is approximately 1.1 miles southwesterly from the intersection with FAP 3 in Central Point, and at M.P. 8.2 FAS 15-106 intersects FAS 15-104, which intersection is approximately 2.4 miles northeasterly of the intersection with FAP-3 in Central Point.

PROPOSED WORK:
Install traffic control signal, and transfer &install flashing signal.

PROJECT LENGTH: --

COSTS:	**TOTAL**	**FEDERAL**	**STATE**	**COUNTY**	**OTHER**
CONSTRUCTION	$12,000	$7,200	$2,400	$2,400	

EXISTING FACILITIES: At intersection of FAS 15-104 and FAS 15-106 there is a flashing amber signal on FAS 15-104 and a flashing red signal along with stop signs on FAS 15-106.

At intersection of FAS 15-106 and Beall Lane there is a flashing amber signal on FAS 15-106 and a flashing red signal on Beall Lane.

ADJACENT SECTIONS:
~~NORTH/EAST END~~:
NORTH & SOUTH: FAS 15-106 has 22' AC paving with 6' gravel shoulders.

~~SOUTH/WEST END~~:
EAST & WEST: FAS 15-104 has 22' AC paving with 14' gravel shoulders.

PROJECT DATA: At intersection of FAS 15-106 and FAS 15-104 install 2-phase, pretimed traffic control signal with lighted advance warning signs mounted on mast arms. Transfer flasher head from intersection of FAS 15-104 and FAS 15-106 and install same at intersection of FAS 15-106 and Beall Lane.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: no exceptions

SYSTEM ACTION completed
PUBLIC HEARING: not required

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: S-338(3)

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Jackson
fas 15-104
fas 15-106

NOTED
H. S. COX

MEMO TO FILES: 6/10/68

Intersection of Table Rock Road, FAS 15-104 (former FAS 273)
and Vilas Road, FAS 15-106 (former FAS 274)

On June 4, Mr. Robert Carstensen, Jackson County Engineer, reiterated that the County still wished the lighted advanced warning signs mounted on mast arms for subject project. He was informed that this would increase the cost of the project by an estimated $4,000.

Mr. Carstensen, in the same conversation, requested that the flasher head at subject intersection be relocated to replace the existing flasher head at the intersection of Hanley Road (FAS 15-106) and Beall Lane.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

HR:eb

cc Robert Carstensen, Jackson County Engineer
F. D. Morgan
J. E. Morelock
Ivan Merchant
F. W. Yarbrough
Ted Litchfield
C. G. Swenson
Roy Spivey
Ben Gifford
Carl Nelson
John Hanks
C. T. Keasey, Div. 3 Engineer
Val Johnson

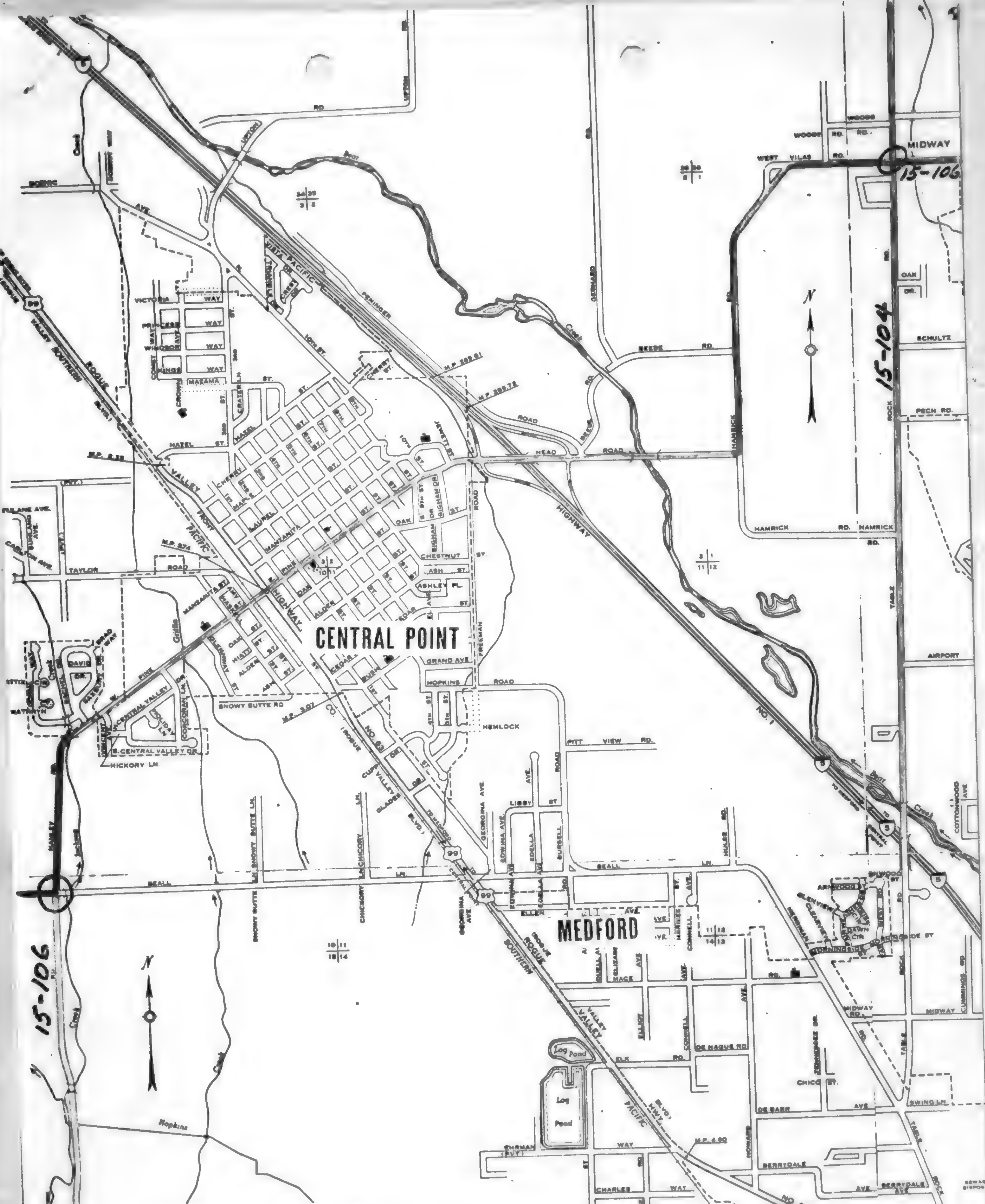
NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL


CENTRAL POINT
MEDFORD
JACKSON COUNTY
15-106
15-106
15-104
MIDWAY
HAMRICK
HAMRICK RD.
BEEBE RD.
PECH RD.
SCHULTZ
AIRPORT
PENINGER
HEAD ROAD
HIGHWAY NO. 1
PACIFIC HIGHWAY
ROGUE VALLEY BLVD.
SOUTHERN PACIFIC
FRONT ST.
TAYLOR ROAD
HAZEL ST.
SNOWY BUTTE RD
HOPKINS ROAD
PITT VIEW RD.
BEALL LN.
HEMLOCK
GRAND AVE
FREEMAN ROAD
TABLE ROCK
MIDWAY RD.
ELK RD.
DE BARR AVE
EHRMAN WAY
CHARLES WAY
MASON WAY
BERRYDALE AVE
CHICO ST.
VICTORIA WAY
PRINCESS WAY
WINDSOR WAY
KINGS WAY
MAZAMA
CHESTNUT ST.
ASH ST.
ASHLEY PL.
OAK
PINE
MANZANITA ST.
LAUREL
CHERRY
ALDER
UPTON RD.
WEST VILAS RD.
WOODS RD.
GEBHARD
SCENIC AVE
Log Pond
Log Pond
Creek
M.P. 2.39
M.P. 2.74
M.P. 3.07
M.P. 295.61
M.P. 295.72
M.P. 4.60
N
N
99
5
99

1-11-67

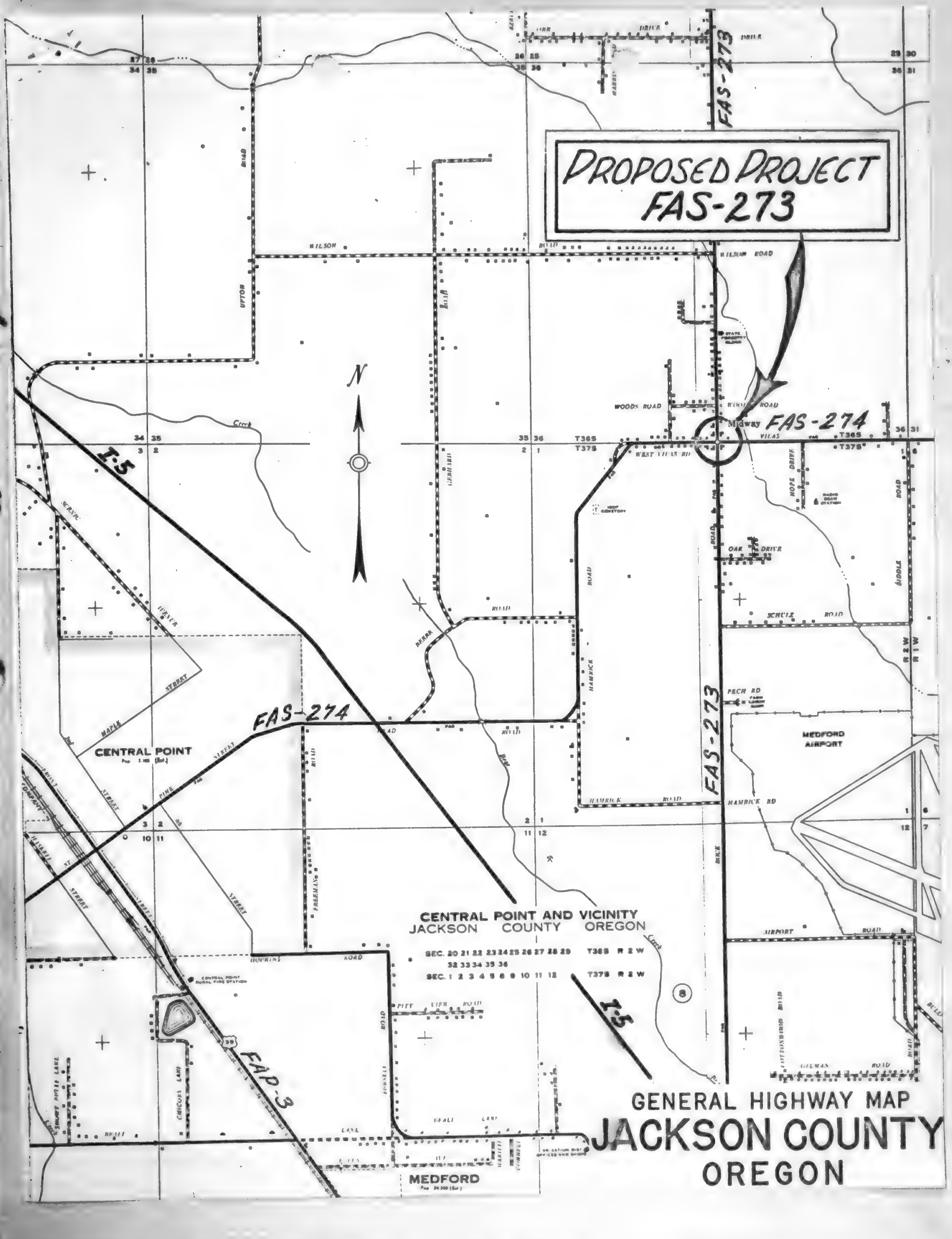
JACKSON COUNTY
PROPOSED PROJECT

✓FAS 273, Table Rock Road: Traffic Control Signals, ~~$7,500~~ 8,000. (per Hal 1-10-68)

These traffic control signals are on Table Rock Road at the intersection with Vilas Road (FAS 274). The county requests a two-phase, pretimed signal. Survey is to be done by county, no additional right-of-way. Outside of city limits.

COMMISSION
APPROVED ON
JAN 23 1968

68-
12/18/67


PROPOSED PROJECT
FAS-273
FAS-273
FAS-274
FAS-274
I-5
I-5
FAP-3
N
Midway
WILSON ROAD
WOODS ROAD
WEST VILAS RD
VILAS
HOPE DRIVE
OAK DRIVE
SCHULZ ROAD
PECH RD
HAMRICK ROAD
HAMRICK RD
GEBHARD ROAD
UPTON ROAD
MEDFORD AIRPORT
AIRPORT ROAD
GILMAN ROAD
HOPKINS ROAD
PITT VIEW ROAD
BEALL LANE
FREEMAN ROAD
CENTRAL POINT
MEDFORD
T36S
T37S
R2W
CENTRAL POINT AND VICINITY
JACKSON COUNTY OREGON
SEC. 20 21 22 23 24 25 26 27 28 29 T36S R 2 W
32 33 34 35 36
SEC. 1 2 3 4 5 6 9 10 11 12 T37S R 2 W
GENERAL HIGHWAY MAP
JACKSON COUNTY
OREGON

RECEIVED
DEC 7 1967
ENGINEER
COUNTY & CITY DIVISION

1- 6- -7

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jackson FAS No. 273 & 274

2. County Road Name Intersection of Table Rock Road and Vilas Road

3. Section Name Table Rock & Vilas Road Intersection Length Intersection area

4. Type of Project Signalization - Two Phase, Pre-timed

5. Survey to be done by: State____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA - Safety Project Yes

6. Has base design been given to County? Yes____ No____
Will it be furnished? Yes____ No____ N.A.

7. Wearing Surface: Type____ Width____ Shoulders____ N.A.

8. Grading & Drainage:
By County____ County Date of Completion____ By Contract____ N.A.

9. Bottom Base Course:
By County____ County Date of Completion____ By Contract____ N.A.

10. Leveling Course:
By County____ County Date of Completion____ By Contract____ N.A.

11. Wearing Surface:
By County____ County Date of Completion____ By Contract____ N.A.

12. Clearing:
By County____ County Date of Completion____ By Contract____ N.A.

13. Is there any merchantable timber on right-of-way? Yes____ No____ N.A.

14. Will timber be reserved for owner? Yes____ No____ N.A.

15. Will timber become property of contractor? Yes____ No____ N.A.
Remarks____

MATERIAL SOURCE -

16. Gravel____ Quarry____ Cinders____ N.A.

17. Owner: County____ State____ Private____ N.A.

18. Location: ____ Section____ Township____ Range____ W.M. N.A.

CSR 61-8

19. Materials furnished by County: Borrow____ Select Topping____ N.A.

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ______________________________

Remarks: This project to be installation of traffic signals - above items not involved

FINANCIAL- -

21. Estimated Cost: $ 6,000.00

22. Available FAS Funds: $ adequate

23. Date Match Money is Available: on demand by State

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $______________

26. Date County Requests Letting: March or April 1968

Remarks see attached letter

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No X

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? N. A.

Yes____ No____

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks______________________________

UR 61-4

RAILROADS- NONE -

34. Location: ____

35. Name of Railroad: ____

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains______________________

39. Angle of intersection_______________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No X

43. Will replacement by by: County_________ Contract_________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____

____

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:____

____

____

____

SR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___ N.A.

52. Does County wish sight posts installed? Yes___ No___ N.A.

53. Does County wish guard rail installed? Yes___ No___

54. Does County wish seeding and mulching incorporated into job? N.A.

Yes___ No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Jackson County

12-6-67 Date

By ______________________________
Judge or Commission Chairman

By ______________________________
County Engineer

____
O.S.H.D. Field Engineer

Date ______________________________

CCR 4-8

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
October 17, 1966

Mr. Robert J. Carstensen
Jackson County Engineer
Jackson County Court House
Medford, Oregon

Dear Mr. Carstensen:

This will acknowledge your letter of September 20, 1966 concerning the possible warrant for signalization at the intersection of Table Rock Road and Vilas Road in Jackson County.

Mr. Clark, Division Traffic Engineer, has completed an investigation at this location and recommends that you consider the installation of a two-phase, pre-timed traffic signal at this location. Attached is a traffic signal warrant comparison data sheet indicating that the minimum vehicular volume warrant is not met but is approaching this warrant. The accident experience warrant is met and the combination of these two is the basis for this recommendation.

I am also attaching a summary of the results of a 16 hour manual turning movement count factored at 24 hours taken August 22 and 23, 1966. As can be seen, 8,769 vehicles entered this intersection. 5,604, or 64%, entered from the north and south on Table Rock Road. 3,165, or 36%, entered from east to west on Vilas Road. This volume split would indicate a satisfactory operation of a pre-timed traffic signal.

Also attached is a collision diagram showing the reported accidents during the period from January 1, 1964 to August 31, 1966. There were no fatalities but 9 persons were injured. There were 8 angle, 5 turning, and two rear end type accidents. You will note that 5 of the 8 angle collisions, which is a type preventable by signalization, have occurred during the last 12 months studied.

It is estimated that a mast arm type traffic signal at this location would cost approximately $5,000. The total cost of this, of course, would be a Jackson County responsibility. However, as our policy has been to assist the counties and cities, the Highway Department would do the engineering work to design a signal and prepare plans and specifications so that the county could contract this work if they so desire. The engineering cost for this would be billed to the county on an actual cost basis.

In the event you wish to proceed along these lines, we would request a detailed survey of the intersection to be forwarded to our Salem office as a design base map.

Very truly yours,

Carl M. Williams

CARL M. WILLIAMS
Assistant Division Engineer

GLC/cw
Attach.
cc F. B. Crandall
L. R. Chandler
R. L. Lammert

FORM E-30X—50M—6-62

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 1, 1963

NOTED
H. S. COX

To: L. R. Chandler
Division Engineer
Office

SUBJECT: Request for Flashing Beacon Installation
Intersection of Hanley Road and
Beall Lane
Jackson County
Southwest of Central Point
(FAS 274)

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Attached is a letter dated November 28, 1962 from Mr. Robert J. Carstenson, Jackson County Engineer, requesting that a study be made of the subject intersection to determine the advisability of installing a flashing beacon.

On Wednesday, February 13, 1963, I contacted Mr. Carstenson, and looked at this intersection on the ground. He stated that although his letter requested a speed zone investigation on Hanley Road, he was sure that this was not necessary. I stated that the roadside culture was extremely light and that it was my opinion, basic rule operation should prevail and that no investigation would be made at this time. He indicated that the subject intersection was not apparent to motorists due to the level terrain and that motorists were overlooking the "STOP" signs.

I requested that he install "STOP AHEAD" signs and place guide posts to delineate this intersection as a temporary remedy until such time as an investigation could be completed concerning the flashing beacon installation.

Mr. Carstenson stated that the County had tentatively set aside $2,000 for the proposed installation of a flashing beacon. He further indicated that the County had no equipment to install such a beacon and requested that if a beacon was approved, that they would pay for the installation if state forces would be able to install it.

This cross type intersection is difficult to distinguish although cross road symbol signs and "STOP" signs do exist. A 24 hour automatic recorder count made on February 18 and 19, 1963, revealed that the leg volumes at this location were as follows:

North	East	South	West
1169	887	886	1159

RECEIVED
MAR 4 1963
ENGINEER
COUNTY & CITY DIVISION

There were six reported accidents at this intersection during the period from January 1, 1956 to November 30, 1962. There were five angle and one turning movement type accidents. There were no fatalities, but four persons were injured. The number of accidents per year has been increasing over the last few years. The type accident which is occuring, is one that a flashing red indication would tend to eliminate. A check of these accidents indicated that three vehicles "ran" the "STOP" signs.

In view of the accident experience, the relatively high volumes, the obscurity, and the known value of the flashing red indication, it is recommended that such an installation be approved and further that due to Jackson County's lack of adequate equipment, that State forces install this flashing beacon at the County's expense. It is estimated that such an installation on wood poles would cost approximately $600. A detailed plan could be worked out by the traffic engineering division and an agreement should be drawn up and City-County relations obtain the necessary signatures.

Glen L. Clark
Glen L. Clark
Division Traffic Engineer

GLC:lf
Attach.
cc: F. B. Crandall
L. [illegible] George
R. L. Lammert
[illegible] Cox

JACKSON COUNTY ENGINEER

JACKSON COUNTY
OREGON

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
NOV 29 1962
ENGINEER
COUNTY & CITY RELATIONS

November 28, 1962

Mr. H. S. Cox
County and City Relations Engineer
Oregon State Highway Department
Salem 10, Oregon

NOTED
JOHN D. GRAHAM

Dear Mr. Cox:

Now that the work has been completed on the Central Point-Ross Lane Section of FAS 274 in Jackson County, the Court is in receipt of a petition of the property owners in the vicinity of its intersection with Beall Lane for some type of traffic control. Their petition states that they desire overhead flashing signals at the intersection of Hanley Road and Beall Lane and also speed control along Hanley Road.

This letter is written to ask that the Highway Department make a study of the intersection of Hanley Road and Beall Lane and submit their findings to the Jackson County Court for further action.

Very truly yours,

Robert J. Carstensen

Robert J. Carstensen
County Engineer

RJC:op

letter to Crandall
11/29/62

RECEIVED
NOV 29 1962
ENGINEER
COUNTY & CITY RELATIONS

FORM E 123 25M 5 58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
[illegible]

RECEIVED
JUN 1[illegible] 1959

June 12, 1959

Mr. Paul B. Rynning
County Engineer
Jackson County Court House
Medford, Oregon

Dear Mr. Rynning:

We have received the preliminary prints from your office of the intersection of Table Rock Road and Vilas Road. We are proceeding with the preparation of plans for a flashing beacon installation at this location. It was suggested in your letter of June 1, 1959, and directed to this office, that this project be advertised for bids, and that the bids be referred to the Jackson County Court for award. In lieu of this plan, it is suggested that the Highway Department make the installation, and upon completion of the work, bill the Jackson County Court for the material and labor involved in the project. It is felt that this would be a much more economical plan, insofar as Jackson County is concerned, since it would eliminate the necessary cost of preparing specifications for a relatively small project. It would also eliminate the engineering costs which must be charged for each contract project.

If this plan meets with the approval of the Jackson County Court, would you please advise us so that we may proceed with the necessary arrangements for installation of the flashing beacon. The estimated cost of performing this installation with our own State Forces is $400. If the Jackson County Court approves the proposed method of installation by State Forces, a certified check in the amount of $400 should be transmitted to the Highway Department, in order that we may proceed with the installation.

This office will proceed with the preparation of the flashing beacon plan, however, we will hold final action on the implementation of this plan until we are advised of your final decision.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LEG:jj
bcc G. S. Paxson
C. E. Swenson

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

March 2, 1959

Mr. Clarence Swenson
County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The County Court and I have been discussing the probability of installing a flashing beacon at the intersection of FAS 273 and FAS 274, being at the 1/4 section corner between Section 36, Township 36 South, Range 2 West and Section 1, Township 37 South, Range 2 West.

We now have stop signs at this intersection which requires the traffic on 274 to stop, and permitting traffic on 273 to pass this intersection without stopping. Due to the local condition at this intersection, it is sometimes difficult for the travelling public to see the stop signs. We feel that an overhead flashing signal, flashing red for all traffic from the east or from the west approaching this intersection, and flashing orange signals for traffic on Table Rock Road, FAS 273, would be much safer.

Does the Oregon State Highway Department check such installations in the suburban areas the same as it does within city limits? If so, we would be pleased to have you advise before we go further into this matter.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:ib

RECEIVED
MAR 3 1959
ENGINEER
COUNTY & CITY RELATIONS

18-1136 Main St.-Broad St. (Kla. Falls) 1968
Sec., of Kla. Falls-Lakeview Hwy.
#7160 in Kla. Falls (Grad. & Pav.)

F+P
456

RECEIVED
JAN 10 1969

FOR FILING

18-1136

7160

January 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 13, 1968, on Contract No. 7160. The contract was with Asphalt Paving Company and was for grading and paving on the Main Street-Broad Street (Klamath Falls) Section of the Klamath Falls-Lakeview Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1969, and that you concur in this procedure at the Commission meeting on January 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

C

RECEIVED
JAN 10 1969
FOR FILES

18-1136

7160

January 10, 1969

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94101

Gentlemen:

Contract No. 7160 awarded to Asphalt Paving Company for grading and paving on Main Street and Broad Street in Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County was completed on November 13, 1968, and accepted by the Highway Commission on January 10, 1969.

Final payment in the amount of $5,747.80 will be released to the contractor after January 17, 1969. The total contract amount is $106,727.88 including $103.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Seaboard Surety Company
100 William Street
New York 38, New York

J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Kerr

18-1136
7160

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Main Street-Broad Street (Klamath Falls)

WEEK ENDING: Dec. 4, 1968

SECTION PREFIX: 18-1136

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

NAME OF JOB: Main St.-Broad St. (Klamath Falls)

KIND OF WORK: Grading and Paving

CONTRACTOR: Asphalt Paving Co.

CONTRACT NUMBER: 7160

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 15, 1968

DATE WORK STARTED: August 26, 1968

ESTIMATED COMPLETION DATE: November 13, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ workdays 90

WORK DAYS USED

CALENDAR DAYS USED work 79

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 135,226.17

EXCLUSIVE OF ENGINEERING: $ 124,503.39

ENGINEERING AUTHORIZATION: $ 10,722.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,397.64

ENGINEERING COST TO DATE: $ 18,890.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT XXXXXXX UNDERRUN 11 %

PERCENT OF AUTHORIZATION 176 %

DATE PROJECT WAS COMPLETED: November 13, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Traffic Prot.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28		0.28	0.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,800 CY	5750 T		60 CY-11 T	5660 T-310T
TOTAL QUANTITIES CORRECTED TO DATE	5,508 CY	5782 T		-	5,055 T-317 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Overcast-Snow			
MONDAY	Overcast-Cool			
TUESDAY	Clear-Cool			
WEDNESDAY	Ptly Cldy-Cool			
THURSDAY	Ptly Cldy-Mild			
FRIDAY	Overcast-Cool			
SATURDAY	Ptly Cldy-Cool			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn

RECEIVED
DEC 9 1968
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office Personnel working on Semi-Final estimate data.
TUESDAY	" " "
WEDNESDAY	The Semi-Final was completed and submitted to the Division Office.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the final weekly report for the project.

cc: Const. (2)
Div. (1)
File (1)

Bob Aldrich

SIGNED E. J. Dunn LOCATION Klamath Falls

By Bob Aldrich

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 1 8 1968

FOR FILING

18-1136
7160

November 15, 1968

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.)
J. F. Putnam

Mr. Robert H. Ayre
City Manager
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Ayre:

This will acknowledge your letter of November 6 returning the agreements for the traffic signal work on the Fifth-Sixth couplet in Klamath Falls.

Insofar as the moving of existing traffic signals from the intersections of Seventh Street with Oak Avenue and Elm Avenue to the intersections of Fifth Street with Main Street and Klamath Avenue, it is believed that an arrangement can be worked out whereby the City and State can share the labor and furnishing of materials. There are attached copies of our estimates showing such an arrangement whereby the State can furnish most of the material and some of the labor and the City would furnish a small amount of material and considerable labor. If such an arrangement is satisfactory, we can proceed with the shifting of the traffic signals.

During a recent meeting in your office, representatives of the Highway Department agreed to furnish you with a suggested plan for the operation of the intersection of Seventh Street, Elm Avenue and Commercial Street under two-way operation on Seventh Street. There is attached a copy of a suggested plan and also a copy of a plan for channelizing the intersection of Sixth Street and Commercial Street. This channelization would be necessary if Commercial Street becomes two way.

It is understood that the Fifth-Sixth couplet is in operation and that no difficulties have been experienced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

VPJ:ji ja

Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

STATE FORCE ACCOUNT COST ESTIMATE

TRAFFIC SIGNAL REVISION

5th Street at Main and Klamath

Klamath Falls

Item	Unit	Unit Cost		Quanity	Cost	
3/8" galv. messenger cable	ft.		08	1400	$ 112	00
Galv. messenger cable strandvise	ea.	2	40	14	33	60
5/8" x 12" galv. thimbleye bolt	ea.		75	2	1	50
1" galv. rigid conduit	ft.		338	50	16	90
1" factory conduit bend	ea.		70	3	2	10
1" conduit bushing	ea.		13	5		65
1" conduit locknut	ea.		10	3		30
1" service head	ea.	1	16	1	1	16
4" x 4" x 4" cast iron junction box with cover	ea.	19	00	1	19	00
5/8" x 8' copperweld ground rod with clamp	ea.	5	50	2	11	00
Anchor bolts	set	25	00	2	50	00
4" x 8" x 4" galv. terminal cabinet (interconnect)	ea.	9	50	2	19	00
No. 14 type M/T wire	ft.		035	1000	35	00
No. 6 bare copper wire	ft.		09	20	1	80
6 wire No. 14 control cable	ft.		20	90	18	00
10 wire No. 14 control cable	ft.		304	140	42	5
12 wire No. 14 control cable	ft.		348	250	87	00
2 wire No. 12 control cable	ft.		149	350	52	15
3 wire No. 12 control cable	ft.		167	660	110	22
Plexiglas for interior illuminated signs	ea.	25	00	2	50	00
Brackets for pedestrian signals	pr.	71	12	1	71	12
		Materials			$ 735	00
Remove and reset signal poles and shim Make up new spans and hang, pull all wire, make up all connections, install interconnect and test Labor	day	120	00	6	$ 720	00
				Misc.	45	00
Total Cost to State					$ 1,500	00

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

CITY OF KLAMATH FALLS COST ESTIMATE

Traffic Signal Revision

5th Street at Main and Klamath

Klamath Falls

To Be Done By City

Item	Unit	Unit Cost		Quantity	Cost	
Concrete	yd.	33	13	8	$ 265	04
67 watt traffic signal lamp	ea.	0	35	68	23	80
Materials					$ 288	84
Remove pole bases	ea.	75	00	8	$ 600	00
Remove pedestal bases	ea.	25	00	3	75	00
Conduit trenching	ft.	3	50	30	105	00
Dig holes for 8 steel poles, install conduit and junction box form and set anchor bolts and detector frames and pour concrete bases. Remove existing signal heads, control cable and spanwire	day	120	00	3	360	00
Labor					$ 1,140	00
Misc.					71	16
Total					$ 1,500	00
Material					288	84
Labor					1,140	00
Misc.					71	16
Total Cost to City					$ 1,500	00

RECEIVED
SEP 26 1968

FOR FILING

18-1136

7160

August 15, 1968

Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading and paving the Main Street-Broad Street (Klamath Falls) section of the Klamath Falls-Lakeview Highway in Klamath County for the sum of $114,992 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Klamath Falls is received and the sum of $19,900 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7160. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 27, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
J. F. Putnam
Reid Meritt
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

AUG 20 1968

12-136

1164

SISTER CITY:
ROTORUA, NEW ZEALAND
OFFICE OF THE CITY MANAGER

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET TELEPHONE 884-3161

ROBERT H. AYRE

August 9, 1968

RECEIVED
AUG 12 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Richard Unrein

Gentlemen:

In accordance with your August 2 letter, attached is our check, No. 002447, in the amount of $19,900.00 as our advance 25% deposit towards implementation of the Main Street - Broad Street Section (Fifth-Sixth Street Couplet) construction project on the Klamath Falls-Lakeview Highway. This amount is in addition to the approximate right-of-way acquisitions made by the City of Klamath Falls in the amount of $19,300.00. The total, therefore, is $39,200.00, or 25% of the total anticipated cost of $156,796.17.

Attached also is an executed certificate of right-of-way as requested. A summary of these acquisitions is as follows:

1. July 12, 1966 right-of-way acquisition from Great Northern Railway.
2. January 10, 1967 right-of-way entry permit for Southern Pacific Company (deeds expected from Southern Pacific in two weeks).
3. November 29, 1967 loading dock and ramp reconstruction and relocating by Southern Pacific Company.
4. August 9, 1968 property acquisition from J. W. Kerns (deeds executed).

Trusting this material fulfills our agreement to date, it is our understanding that the contract award can be immediately made in order that construction may begin promptly.

Thank you very much for your assistance in this important project.

Sincerely,

Robert H. Ayre

ROBERT H. AYRE
City Manager

RECEIVED
AUG 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HA

copies to:
Forest Cooper
R.L. Porter
F.B. Klaboe
F.O. Morgan
J.F. Putnam
D.H. Moehring

RHA:rm
Attachments

RECEIVED
AUG 12 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division, Room 403

SUBJECT: 5th-6th Street Couplet
Klamath Falls-Lakeview Highway
City of Klamath Falls

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Klamath Falls, Oregon, this 9th day of August, 1968.

KLAMATH FALLS CITY COUNCIL

By ______________________
Mayor

By ______________________
Deputy Recorder

copies to:
F.B. Klaboe
F.D. Morgan
J.F. Putnam
D.H. Moehring

Main St. - Broad Street Section
(5th - 6th Street Couplet)

☆ **KLAMATH COUNTY CHAMBER OF COMMERCE**
323 MAIN STREET KLAMATH FALLS, OREGON 97601
TELEPHONE: AREA CODE 503 / 884-5193

June 24, 1968

RECEIVED
JUN 27 1968
OFFICE OF

Mr. Glenn Jackson
Chairman
Oregon Highway Commission
Salem, Oregon

Dear Glenn:

For some time, the Roads & Highways Committee and the Board of Directors of our Chamber have felt concern over the delay in the completion of the 5th-6th Streets on-way grid system in Klamath Falls,

At its regular meeting June 18, the Directors considered the matter further and instructed me to write the Highway Commission urging that this project be implemented at the earliest possible date. It developed that at about the same time the Board was meeting, you were in touch with the Mayor, informing him that the State would go ahead with the project.

I feel certain both the Roads & Highway Committee and the Board of Directors would want to express their thanks to you and the Commission for getting this project under way. In your conversation with Bob Veatch, you have gone over the economics involved and the financial hardship delay was causing individual businessmen as well as the community, generally. It's good to know this is all behind us now, and that the new one-way grid system will be operative late this summer.

Incidentally, the Roads & Highways Committee wanted to be certain the Commission knew that the rights of way for the Orindale Draw have all been obtained (one or two parcels may be under condemnation proceedings) and therefore hope that this project on which the chamber has worked so long can finally get under way.

Sincerely,

KLAMATH COUNTY CHAMBER OF COMMERCE

George

George T. Callison
Manager

GTC/ems

cc: Mayor R.E. Veatch

NOTED
FORREST COOPER

RECEIVED
JUN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 19 1968

18-1136

7160

June 19, 1968

Oregon State Highway Commission

Gentlemen:

In August 1966, the Highway Commission and the City of Klamath Falls executed an agreement to develop the so-called 5th-6th Street couplet (Klamath Falls-Lakeview Highway) in that city. The agreement calls for the work to be financed 25 percent City - 75 percent State. It is anticipated that the total cost will be approximately $125,000, making the State's share $93,500.

The agreement was conditioned to the effect that the project would not be undertaken until money was available. We have quite a few projects of this type in storage, and we believe that in the near future finances will permit this project to be started. Your authority is requested to place the 5th-6th Street Couplet in Klamath Falls on the current State Construction Program and advertise the project for bids as soon as plans can be made ready.

For several years a fog problem has developed on I-5 in Linn County in the so-called Murder Creek area. This is a short distance northerly of Albany and is near the Kraft mill. Atmospheric conditions in this general area are such that fog develops rapidly which, in turn, has created an accident problem on the freeway. Several chain-type reactions have developed and one of severe intensity occurred on March 20. This situation has caused much publicity and it is felt that the Department must do something to mitigate the situation in the future.

The Maintenance Division, together with the State Police, has proposed an illuminated sign that would be actuated from the State Police office in Albany. The signs would indicate such things as "FOG", "SLOW", and possibly a safe indicated speed. Because of strong public reaction

I recommend that we undertake this program even though we have no assurance that it will be completely successful.

At the moment, it is a little difficult to accurately estimate the cost but something in the $100,000 range seems probable. I request that you authorize this project also for addition to the current State Construction Program.

Both of these items were discussed with Chairman Jackson on June 13. He gave his approval and they will be on the agenda for the July 9 meeting for your formal concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
E. S. Hunter
F. B. Crandall
L. H. Young
C. H. Maison
H. S. Cox
R. D. Asburry
J. F. Putnam

4-25-67

RECEIVED
APR 28 1967

18-1136
7160

Prefix No. 18-1477

LOCATION PROSPECTUS
MAIN STREET-BROAD STREET (5TH STREET, KLAMATH FALLS) SECTION
KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH COUNTY

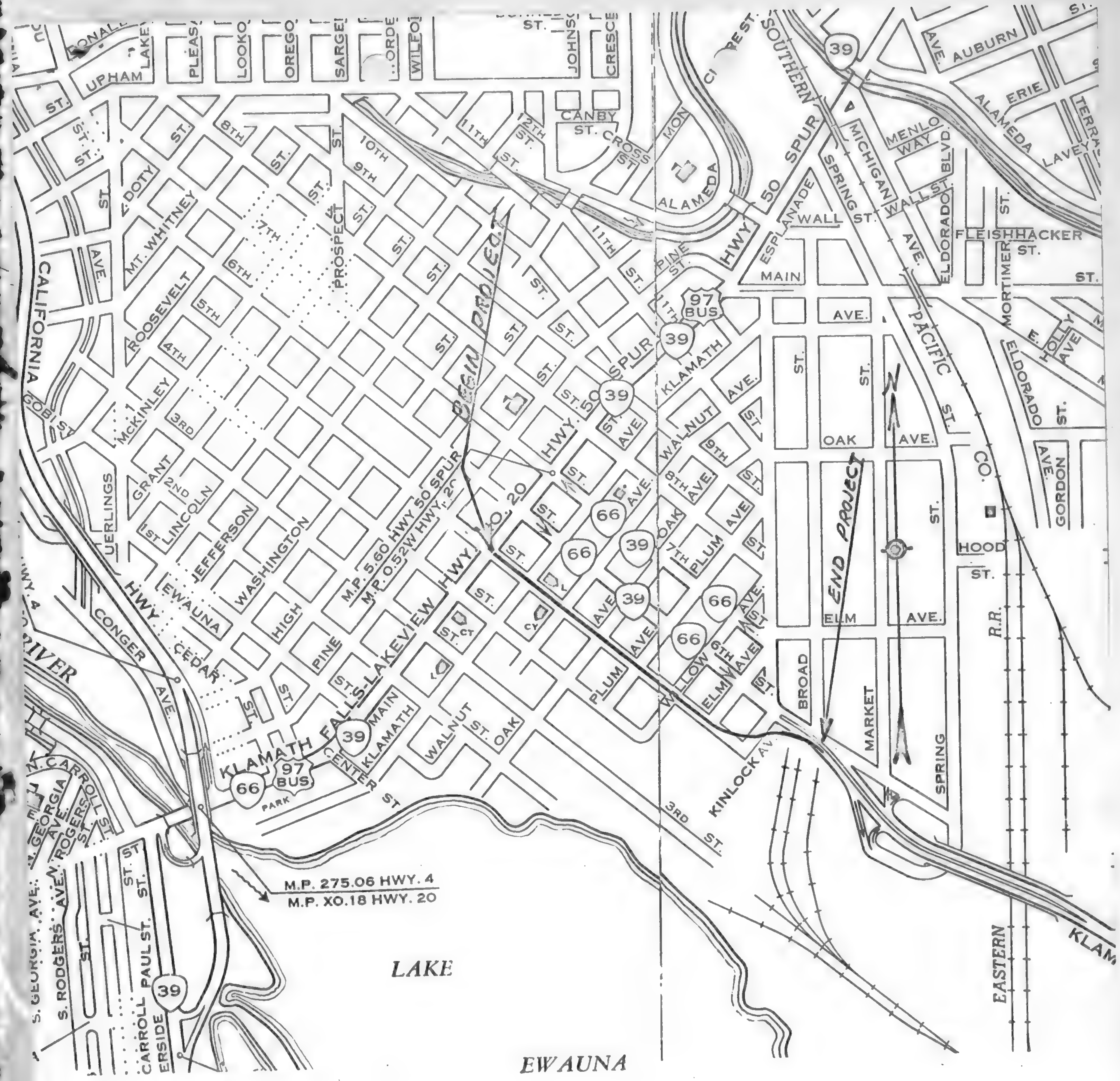
HIGHWAY:	Klamath Falls-Lakeview. State Primary No. 20, Federal-aid Secondary No. 410.
TERMINI:	The northwesterly terminus is at the intersection of Main Street and 5th Street. The southeasterly terminus is on South 6th Street near the intersection of South 6th Street and Broad Street.
LENGTH:	0.5 mile.
PROGRAM:	City cooperative project - not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing and new alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	Forty-six-foot curb to curb street section.
BASE DESIGN:	Tentative design for base construction is: 4" A.C. 6" P.M.B.B. 12" Crushed Base 22" Total
ACCESS:	Limited to location.
BRIDGE:	None.
ADDITIONAL FACILITIES:	Railroad spur tracks to be removed.
MATERIAL:	Commercial Sources.
AGREEMENTS:	Agreements with the California Northeastern Railroad may be necessary. Agreement with the City of Klamath Falls will be necessary.

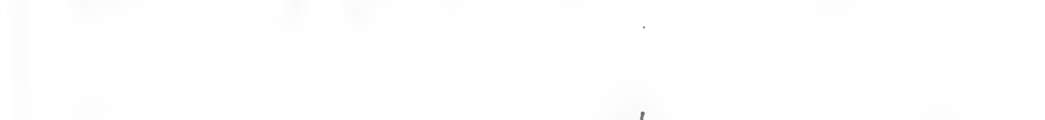
NOTED
FORREST COOPER

PARKS: None affected.

April 25, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER


BEGIN PROJECT
END PROJECT
M.P. 5.60 HWY. 50 SPUR
M.P. 0.52W HWY. 20
M.P. 275.06 HWY. 4
M.P. X0.18 HWY. 20
KLAMATH FALLS-LAKEVIEW HWY. NO. 20
HWY. 50 SPUR
HWY. 4
97 BUS
39
66
LAKE
EWAUNA
RIVER
CALIFORNIA AVE.
CONGER AVE.
UPHAM ST.
MT. WHITNEY
ROOSEVELT
McKINLEY
GRANT
LINCOLN
JEFFERSON
WASHINGTON
EWAUNA
HIGH
PINE
CEDAR
PROSPECT
DOTY ST.
UERLINGS
GOBI ST.
MAIN
KLAMATH
WALNUT
OAK
PLUM
WILLOW
ELM
CENTER ST.
PARK
KINLOCK AV.
3RD ST.
BROAD
MARKET
SPRING
SPRING ST.
MICHIGAN AVE.
ESPLANADE
WALL ST.
ALAMEDA
CANBY ST.
CROSS ST.
SOUTHERN PACIFIC CO. R.R.
EASTERN
ELDORADO BLVD.
FLEISHHACKER ST.
MORTIMER ST.
GORDON
HOOD ST.
HOLLY AVE.
MENLO WAY
AUBURN
ERIE
LAVEY
N. CARROLL
GEORGIA AVE.
ROGERS AVE.
PAUL ST.
CARROLL
S. ROGERS ST.
S. GEORGIA AVE.



TYPICAL SECTION

PROSPECTUS MAP
MAIN ST-BROAD ST. SEC.
K.FALLS-LAKEVIEW HWY.
KLAMATH CO.
APR. 1967

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

18-1136

7160

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

March 19, 1968

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAR 20 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 15, 1968 which enclosed the plan title sheet for:

Main Street Interchange (Klamath Falls) Section, The Dalles-California Highway, Klamath County.

There is no conflict with wildlife resources on this project and it is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC

3-20-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
fw

RECEIVED
MAR 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section 5th STREET (Main Street - Broad Street) Highway Klamath Falls-Lakeview County Klamath Prefix 18-1477

Res. Engr. W. R. Merritt Approx. Length 0.45 Miles. Sta. 10+99+ to Sta. 14+88+ Date 3-19-68

Truck A.D.T. 350 Traffic Coefficient 9.3 18 kip s.a. per day 230 (Automobiles not considered)

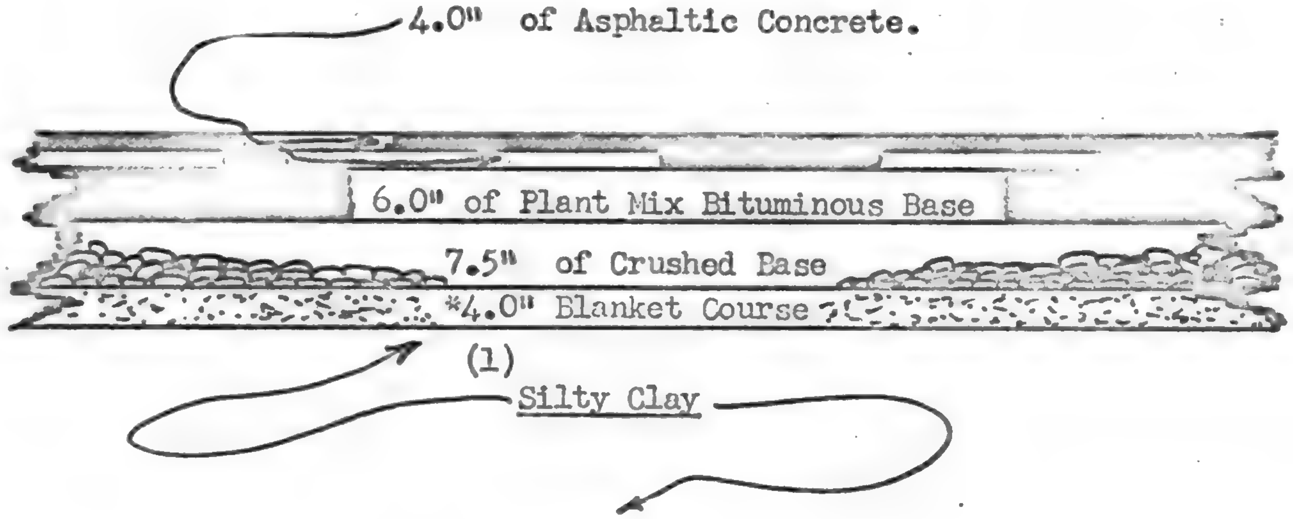
Annual Precipitation 14"+ Frost Penetration 20"-24".

(1)
Typical Soil

69	LL
21	PI
95	%P 10
73	%P200
5	%Gravel
8	%C Sand
14	%F Sand
30	%Silt
43	%Clay
7	"R" Value

AASHO CLASSIFICATION:
A-7-5 (16)

MATERIAL SOURCES:
To be determined by the Engineer.


4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base
7.5" of Crushed Base
*4.0" Blanket Course
(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
18-1136 7160			
	8.0	4.0	A.C.
	11.0	6.0	P.M.B.B.
	7.5	7.5	Cr. Base
	4.0	4.0	Blanket
30.5	30.5	21.5	

*See remarks on Page 2.

3-19-68

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

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MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by ____ for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ____
asst Construction Engineer

Approved by ____
~~Asst.~~ State Highway Engineer

5th STREET
Klamath Falls-Lakeview Hwy.
Klamath County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	Blanket	"CBE" Total Requirement	Actual Thickness
8 - 9	3.5"	3.0"	- - -	11.5"	4.0"	28.0"	22.0"
7 - 8	3.5"	- - -	2.0"	11.5"	4.0"	24.5"	21.0"
6 - 7	3.0"	- - -	2.0"	9.5"	4.0"	21.5"	18.5"
4.8 - 6	2.0"	- - -	2.0"	8.0"	4.0"	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	**4.0"	4.0"	13.0"	12.0"

**Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

Note:

A condition survey of the existing surfacing was completed in April 1967. A.C. depths ranged from 3.5" to 5.5" and base from 0.0" to 8.5". The existing traffic is mostly car or light truck. The appearance of the A.C. surfacing is spotty ranging from good to poor. For evaluation purposes a value of 1.0" A.C. = 1.8" Crushed Base and 1.0" Existing Base = 1.0" Crushed Base. Using these figures for computations, a 9.5" A.C. overlay would be required to meet the Total CBE Requirement. Complete reconstruction is recommended.

*Grading for the blanket course:
15% minimum P #40 sieve
8% maximum P #200 sieve.

TRAFFIC ANALYSIS

SECTION: 5th STREET (Main Street-Broad Street)

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

8600 Present ADT (1967)

3 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	DIRECTIONAL EWL	AVERAGE ANNUAL EWL
2	170	1.7	289	230	900	207,000
3	30	1.7	51	41	2000	82,000
4	2	1.7	3	3	2500	7,500
5	56	1.7	95	76	6360	483,360
6	0				5140	
				350	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 779,860

TWENTY YEAR EWL 15,597,200

TRAFFIC COEFFICIENT 9.3

SECTION: 5th STREET (Main Street-Broad Street)

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, & P.C.C.

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as no close source that would produce specification P.C.C. material in quantities required is known at this time.

RECEIVED
MAR 12 1968

FOR FILING

18-1136
7160

P

March 11, 1968

The Honorable Robert E. Veatch
Mayor of Klamath Falls
226 South 5th Street
Klamath Falls, Oregon 97601

Dear Mayor Veatch:

In reply to your letter of March 7 re the 5th Street project in Klamath Falls, I can only advise you that this and many other projects in a like category are approved subject to the availability of funds. We have a backlog of projects such as this with quite a few cities in Oregon, none of which we are able to fund at the present time.

Due to the increases in population and travel, the highway deficiencies in the state of Oregon are increasing rather than decreasing. Sooner or later, the legislature will have to determine how the motorist's taxes are to be spent. The Highway Commission must live with its decision. The Oregon motorist is paying for many functions besides the construction and maintenance of state highways, all of which reduce the funds that might be used for construction.

I am faced with the sometimes unpopular task of keeping the highway fund solvent. In order to do this, it has been necessary to greatly curtail highway construction.

I do not see where it is possible to fund the 5th Street project at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET ··· TELEPHONE 884-3161

OFFICE OF THE MAYOR
ROBERT E. VEATCH

March 7, 1968

Mr. Forrest Cooper
State Highway Engineer
Highway Department Building
Salem, Oregon 97310

Re: Fifth-Sixth Street Couplet Project.

Dear Mr. Cooper:

We are now seriously concerned with the status of this project, and I am therefore obliged to respectfully urge your immediate consideration as to construction during the forthcoming summer season. A number of factors demand this plea, and we can be no more urgent in our request for early positive action on the part of the State.

The attachment summarizes our file material on the project, with pertinent events underscored. As you will note, the initiation of this relatively inexpensive but critically important improvement is now over two years old, the fully executed agreement is now a year and a half on the shelf, we were led to believe six months ago that the project was authorized, funded, and priority established for 1968 summer construction, and all right-of-way is now virtually secured by the City at the State's request. But now the latest communication from you -- at our inquiry -- completely shocks us -- that construction is "tentatively scheduled" for 1969!

By all means, Coop, I certainly appreciate and understand your current funding and priority problems -- we have ours too on a much smaller scale, but in view of the comparatively small cost (as I understand it, around $75,000 to the State), surely we can get together and get the job done this year. It has simply got to be built this summer, and here are just a few reasons why:

1. A portion of the job -- costly new construction of Fifth Street from Oak to Plum -- was completed to State specifications (48 feet curb-to-curb, 16" base rock, etc.) and financed through an assessment district to the abutting property owners at nearly $16.50 a front foot. They didn't object on the basis that the balance of the project would be completed at an early date and they could therefore justify the cost to increased property value. That was over two years ago, and you can appreciate that they don't now feel at all happy about 1969 as an "early date";

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11 1968
FICE OF
Y ENGINEER

2. Klamath County has contributed funds to the City to assist in the local share. This was considered a significant achievement in itself, but if the moneys are not expended this fiscal year, we face the prospect of reversion of funds back to the County, and may have to go through the budget request process again with a new County Budget Committee and newcomers presently campaigning to the May primary for County Commission seats;

3. Similarly, the City's share of the project is presently budgeted and funds appropriated for expenditure this fiscal year, and the same prospect will otherwise likely apply;

4. The City has now expended $500.00 for right-of-way acquisition from the Great Northern Railroad;

5. The City has now expended $10,282.80 for reimbursement to Southern Pacific for completed necessary track, platform, and dock relocations;

6. The City is about to expend an additional $8,500.00 to acquire necessary Southern Pacific right-of-way, after considerable negotiation involving additional appraisal costs;

7. The last necessary right-of-way involving J. W. Kerns's property has heretofore been assured via verbal agreement for a no-cost land exchange with the City. In reliance upon our understanding from your staff last September that the project was scheduled in 1968, Mr. Kerns has proceeded with plans -- assuming appropriate street access -- to construct this summer a new commercial building on the present City property, and has preliminarily negotiated a favorable lease with Firestone for use of a remaining building not pertinent for right-of-way purposes, but contingent as to access. If the project is not constructed this summer, all will likely fail: the Firestone lease, Kerns's new building, and the land exchange, and outright purchase or condemnation will then be likely;

8. In anticipation of the reversed traffic flow, the City leased property and contracted a $21,000 free municipal parking lot at the terminus of the project (half block bounded by Main, Pine, Fifth and Sixth Streets). The lot is temporarily open and being used heavily, with completion scheduled with warm spring weather. Ingress and egress was designed and is in effect in contemplation of the project, however, and circulation is therefore extremely poor. Another year of it would be intolerable; and,

9. Similarly, the City is presently in a favorable negotiating position for a second lot at the terminus (half block bounded by Main,

Klamath, Fifth and Sixth), and is planning construction this summer coincident with your project. The same traffic flow and access considerations for purposes of engineering and construction of the lot will obviously apply, as will the same problem if the lot precedes the couplet by a year; if we don't act soon our bargaining position will be lost, but yet we can't justify acquiring control of the property with no lot construction for another year.

So you see, I trust, our predicament -- this rather small project is now critical to the interests of the City, the County, certain individuals, and indeed the whole community, in addition to the traffic advantages of the project itself. Since final engineering should be capable of accomplishment quickly, cannot something be done to solve this problem? Your efforts and early reply will be greatly appreciated, and should you desire a personal meeting or delegation to present additional testimony and information, please let me know and we will be in Salem the next day.

Best regards,

Bob Veatch

ROBERT E. VEATCH
Mayor

REV:bm
Attachment
cc: Glenn L. Jackson, Chairman,
    State Highway Commission, Medford
  Tom Edwards, Deputy Highway Engineer
  F. B. Klaboe, Assistant State Highway Engineer
  H. S. Cox, County and City Engineer, State Highway Department
  Richard Unrein, Field Engineer, County-City Division, State Highway Department

CORRESPONDENCE SUMMARY: SOUTH FIFTH STREET

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
2-2-66	Letter from City Manager to Forest Cooper, State Highway Engineer.	This letter describes the project in general terms and was accompanied by a copy of the estimate plans and specifications and a breakdown on costs of right-of-way. This was apparently the first letter written about the project to the State.
2-21-66	Letter from the City Manager to Mr. Al Kusler, District Agent, Southern Pacific Company.	This letter described the property in general terms and set forth the taking from Southern Pacific. It was accompanied by a map with the required property colored in and mentioned the necessary remodeling of the ramp facilities and the rails.
2-21-66	Letter from the City Manager to T. W. Mackenroth, Superintendent, Great Northern Railway.	This letter was very similar to the one sent to Southern Pacific and was also accompanied with a map with the required property colored.
4-20-66	Letter from Mackenroth, Superintendent, Great Northern Railway, to the City Manager.	Acknowledging receipt of the letter of 2-21-66 and mentioning that recommendations from land and tax department were being awaited by Great Northern.
5-19-66	Letter from R. M. Boyd, Western Land and Tax Commissioner, Great Northern Railway, to City Manager.	Letter expresses Great Northern's willingness to grant an easement over this property, subject to easement rights for their spur line and also with the stipulation that they be granted access from South Sixth Street to the paved area near their depot, stating a conveyance price of $500.00.
5-31-66	Letter to Forest Cooper, State Highway Engineer, from City Manager.	Letter was sent with a copy of the Great Northern Railway letter of 5-19-66 with a comment of the fact that the easement offer was probably insufficient for city purposes. The letter mentions that the City is in a poor position to discuss the problem with property owners without some knowledge of the respective responsibilities between the City and the State. It asks for an agreement between the City and the State or at least some indication of the status of the request for such an agreement.

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
6-9-66	Letter from R. M. Boyd, Western Land and Tax Commissioner, Great Northern Railway, to City Manager.	Asking whether the City has made a decision to accept their offer for conveyance by easement for the sum of $500.00.
6-14-66	Letter from City Manager to R. M. Boyd	Letter explains that there was some doubt on the part of the City whether the State could participate or take jurisdiction over a right-of-way acquired by easement and mentioning that the letter has been referred to the State Highway Commission for comment.
6-22-66	Letter from Forest Cooper, State Highway Engineer, to City Manager.	Letter states that the City is to acquire right-of-way and that an agreement will be forthcoming shortly. Also in the matter of the Great Northern property that the State would much prefer free title to the property for highway purposes.
6-27-66	Letter from City Attorney to R. M. Boyd, Great Northern Railway.	Offering to purchase the property in fee for the sum of $500.00.
6-30-66	Copy of memorandum from Mr. D. C. Dudley to a number of persons, among them Mr. A. G. Kusler of the Southern Pacific Company.	Memorandum asks that the request for purchase of property from Southern Pacific be expedited. It mentions that the Mayor has been asked to have an appraisal made of the property involved.
7-6-66	Copy of Southern Pacific memorandum from H. M. Williamson to Mr. W. M. Jackle. Carbon copies to a number of individuals, including Mr. A. G. Kusler.	Describes the property in brief and mentions that the rearrangement of dock and track facilities is to be collectible from the City. It mentions that no offer has yet been received from the City and states that there is no engineering objection to the proposal as shown. It asks that the City be contacted to make an offer and also to furnish a property description for the subject parcel.
7-11-66	Copy of Southern Pacific memorandum from Mr. W. M. Jackle to Mr. H. M. Williamson.	Approving City's proposal with the understanding that the Railroad will be reimbursed for all work performed in connection with the property, in other words the spur abandonment and ramp replacement.

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
7-11-66	Letter from Mr. H. S. Cox, County and City Engineer, State Highway Department to City Manager.	Letter mentions that a teletype communication was received requesting that the State prepare right-of-way descriptions for the project and explaining that they will not be available until the State survey was complete. (Incidently these right-of-way descriptions were based on engineer center line and were not very suitable for our purpose.)
7-12-66	Letter from R. M. Boyd, Western Land and Tax Commissioner, Great Northern, to City Attorney.	Letter accepts the City's offer of $500.00 for fee title to the property involved subject to the limitations mentioned above and asks for a map showing exactly the area involved.
7-13-66	Letter from the City Manager to Mr. Robert B. Chilcote.	Letter explains that there was an error in the original computation of square footage to be acquired from Southern Pacific and asks for adjustment of the appraisal.
7-14-66	Letter from the City Manager to Mr. Al Kusler, Southern Pacific Railroad.	Letter mentions that an appraisal has been made for the property involved establishing a value of $ .50 per square foot, mentioning the acquisition involved 16,298 square feet and that the City offers $8,500.00 for the property. Mentioning that the City wishes the Railroad to undertake the rehabilitation of loading docks with their own personnel and that the City will reimburse for the cost of the work.
7-21-66	Letter from City Manager to Mr. R. M. Boyd.	Letter explains that the project is a joint venture between the State and the City and that the State is preparing the right-of-way descriptions, mentioning that they will be forwarded as soon as possible.
7-27-66	Letter from H. S. Cox, County and City Engineer, State Highway Department, to City Manager.	Cover letter for cooperative construction agreement, and stating that it is not possible to set a construction date at that time.
7-27-66	Letter from City Manager to State Highway Department, County and City Division.	Cover letter for copies of resolution and cooperative construction agreement for the Fifth-Sixth Street right-of-way, asking for right-of-way descriptions and mentioning that an informal agreement has been reached with all the property owners involved.

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
7-27-66	Letter from A. G. Kusler, Southern Pacific Company to City Manager.	Acknowledging receipt of formal offer for the property required from Southern Pacific and mentioning that the letter has been forwarded to Portland for A. G. Kilborne.
8-2-66	Letter from Lawrence L. Shaw, President, Modoc Lumber Company, to City Manager.	Expressing interest in the Fifth re-routing and explaining their need for access from Fifth to their property.
8-31-66	Letter from Floyd Query, Secretary, Oregon State Highway Commission, to Rosie Keller, City Recorder.	Enclosing executed copy of cooperative construction abandonment agreement covering the Fifth Street-Sixth Street couplet section of the Klamath Falls-Lakeview Highway.
10-6-66	Letter from H. S. Cox, County and City Engineer, State Highway Department, to City Manager.	Cover letter for right-of-way clearance certificates and descriptions of property required.
12-20-66	Letter from H. M. Williamson, Southern Pacific Company to City Manager.	Letter sets forth the agreement between Southern Pacific and the City in regard to reimbursements and mentions that if the City and Southern Pacific are unable to reach an agreement within a year, as a fair compensation for the property, that the City will file condemnation suit. Grants to the City of Klamath Falls immediate right of entry for construction purposes.
1-10-67	Letter from City Manager to H. M. Williamson, Chief Engineer, Southern Pacific Company.	Reconfirming offer of $8,500.00 for the property required, returning a signed copy of the right-of-entry permit and mentioning that local agreement has been reached for three driveway curb cuts on the southerly portion of the project for access to the railroad loading ramp.
3-7-67	Letter from City Manager to H. S. Cox, County and City Engineer, State Highway Department.	Asking for progress on the project and mentioning that to progress further with Southern Pacific, they are requiring project plans.
3-9-67	Letter from H. S. Cox to City Manager.	Letter states that the State is still unable to anticipate a construction date, but that the survey will be initiated in the future.
7-18-67	Letter from H. M. Williamson, Southern Pacific Company, to City Manager.	Letter states that appraisal has been made of the subject property by the Southern Pacific Company and that the price set is $19,000.00. Conveys one copy of a property description. (Which incidently is incorrect.)

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
7-21-67	Letter from City Manager to H. M. Williamson.	Asking for a breakdown on the appraiser's report.
7-28-67	Letter from H. M. Williamson to City Manager.	Letter states that an exchange of appraisal reports would be satisfactory.
9-22-67	Letter from City Manager to H. M. Williamson.	Reports that oral contact with the State indicates the project was funded on Friday, September 15th, and that State wishes to proceed; encloses a copy of the City appraisal.
9-22-67	Letter from H. M. Williamson to City Manager.	Cover letter for appraisal report.
11-10-67	Letter from R. B. Chilcote to City Manager.	Letter mentions appraisal method used, cost of the street improvements, the land area taken. The land areas at this point have changed again from 14,039 square feet originally estimated to be taken to 15,867 square feet.
12-11-67	Letter from City Manager to H. M. Williamson.	Mentions that the Manager has reviewed Southern Pacific's appraisal and wished to point out areas of misunderstanding. Asks for a meeting, mentions that the bill for the improvements to track, platforms, and ramps has been received, and that it will not be paid until final negotiation.
2-5-68	Letter from City Engineer to State Highway Department.	Asks for information as to present status of the project.
2-16-68	Letter from H. M. Williamson to City Manager.	Mentions that there is a discrepancy in the area of parcels between the City description and the Southern Pacific description and mentioning that the $8,500.00 price offered appears to Southern Pacific to be fair and reasonable. Asking for payment of the amount of money due for the rearrangement of tracks, platforms, and ramps.
2-16-68	Letter from Fred Klaboe, Assistant State Highway Engineer, to Klamath Falls City Engineer.	Advises that project is tentatively scheduled for construction in 1969, although availability of funds can alter the date.
3-5-68	Letter from City Engineer to H. M. Williamson.	Encloses materials defining and explaining land area discrepancy.

DATE	DESCRIPTION OF DOCUMENT	SUMMARY
3-6-68	Letter from City Manager to H. M. Williamson.	Reaffirms offer of $8,500.00 for land purchase as described above. Encloses payment of $10,282.80 for relocation of tracks, platforms, and ramps.

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 13 1967

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March 9, 1967

Mr. Bob G. Kyle
City Manager
P.O. Box 1200
Klamath Falls, Oregon 97601

NOTED
F. B. KLABOE

Dear Mr. Kyle:

In reference to the 5th-6th Street Couplet Section project on the Klamath Falls-Lakeview Highway in Klamath Falls we are still unable to anticipate a construction date for this project due to the uncertainty of highway funds available for future construction projects.

We anticipate that a survey will be initiated in the near future for finalization of plans on this section based upon your city contract document entitled "5th Street Extension Improvement Unit #190.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Richard Unrein
Field Engineer

RU:nr

bc: F. B. Klaboe
F. D. Morgan
J. F. Putnam

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 ... TELEPHONE 884-3181

OFFICE OF THE CITY MANAGER

BOB G. KYLE

March 7, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: H. S. Cox, County - City Relations

Gentlemen:

Reference is made to the agreement dated August 25, 1966, between the State and City, covering the 5th - 6th Street Couplet Section of Klamath Falls - Lakeview Highway.

Under provisions of said agreement City is responsible for right of way negotiations and we received a right of entry permit from Southern Pacific dated January 7, 1967. The Highway Department was advised of this permit by copy of our letter to Southern Pacific dated January 10.

In order to progress further with our negotiations we must submit project plans to Southern Pacific for their approval.

Please provide this office with a progress report on this project. We are interested in project plan development and such action as the Department may have taken to program the construction.

Yours truly,

Bob G. Kyle
City Manager

BGK:ll

NOTED
RICHARD UNREIN

RECEIVED
OCT 7 - 1966

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

11-1136
7160

October 6, 1966

Mr. Bob G. Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

Attached are two descriptions in quadruplicate and one option form in quintuplicate for the City's use in acquiring right-of-way in connection with 5th-6th Street Couplet Section of the Klamath Falls-Lakeview Highway in Klamath Falls. This acquisition is in accord with the terms of the agreement of August 25, 1966, between the State and City. Also attached, are two prints of a map covering this area and two right-of-way clearance certificates.

When you have acquired the right-of-way for this project, please forward to this office one properly executed right-of-way certificate.

If we can be of further assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Field Engineer

NOTED
F. B. KLABOE

RU:mr
Encl.

bc: F. B. Klaboe
F. D. Morgan
J. F. Putnam
E. F. Saling

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7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Maint
Traffic S
Channel

K Fls

August 31, 1966

Agenda Item
4e
8-25-66

Mrs. Rosie Keller
City Recorder
City of Klamath Falls
Klamath Falls, Oregon

Dear Mrs. Keller:

We are enclosing for your records a fully executed copy of a Cooperative Construction Abandonment Agreement covering the Fifth Street-Sixth Street Couplet Section of the Klamath Falls-Lakeview Highway in Klamath County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

A & R.
Resolution
456

A

RECEIVED
JUL 29 1966
FOR FILING

Marine
Supplied
Channel

K.H.

July 28, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 25 meeting will be a cooperative construction/abandonment agreement with the City of Klamath Falls pertaining to the Fifth Street-Sixth Street Couplet Section of the Klamath Falls-Lakeview Highway in Klamath County.

The project will basically consist of establishment of a Fifth Street-Sixth Street Couplet, in place of the existing Sixth Street-Seventh Street Couplet, by the construction of a new connection between Fifth Street and Sixth Street in the vicinity of Kinlock Avenue.

This agreement provides for construction of the project, relocation of utilities, parking restriction, grade revisions, et cetera within the city. Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks, lying outside the curb line of the project. Also, the City will assume jurisdiction, maintenance, and control for city street purposes of that portion of Seventh Street over which existing highway traffic is routed.

The project is estimated to cost $130,000, of which the City has agreed to pay 25 percent of the total final cost. The City is aware that construction of this project will be held in abeyance until construction funds are available and approved by the Highway Commission.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

Very truly yours,

Forrest Cooper
State Highway Engineer

RU:nr bg

RECEIVED
JUL 27 1966

11-1136
7-26-0

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 --- TELEPHONE 884-3161

SISTER CITY:
ROTORUA, NEW ZEALAND

OFFICE OF THE CITY MANAGER

BOB G. KYLE

MAY 16, 1905

July 20, 1966

State of Oregon
State Highway Department
Salem 97310

Attention: County - City Division

NOTED
F.B. KLABOE

Gentlemen:

Returned herewith are three copies of a resolution and three copies of the cooperative construction agreement for improvment and establishment of Fifth Street-Sixth Street Couplet Section of the Klamath Falls-Lakeview Highway, State Primary Highway No. 20 within Klamath Falls.

In accordance with Item 13, under things to be done by City of this agreement, City is to obtain necessary right of way and in this regard we have received a letter from Great Northern Railway indicating their willingness to convey to us the right of way. A copy of this letter is enclosed.

Southern Pacific Railroad has informally indicated that they will cooperate with us in providing the right of way and the J. W. Kerns Co. also is ready to convey right of way.

The agreement provides that the State is to furnish right of way descriptions for properties needed from these owners. And we ask that this information be provided in a timely manner so that the acquisition can be concluded while all are favorable.

RECEIVED
JUL 22 1966
ENGINEER
COUNTY & CITY DIVISION

Yours truly,

BGKyle

Bob G. Kyle
City Manager

RECEIVED
JUL 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BGK:11
Enclosure

copies to: F.B. Klaboe
F.D. Morgan
J.F. Putnam

A

RECEIVED
JUN 29 1966
FOR FILING

18-1136

7160

June 22, 1966

Mr. Bob G. Kyle
City Manager
City of Klamath Falls
Post Office Box 1200
Klamath Falls, Oregon

Dear Mr. Kyle:

Reference is made to your letter of May 31 requesting information on the Fifth Street couplet proposal in Klamath Falls. We will forward you an agreement covering this project within the next week. The agreement will stipulate that the City is to acquire the right-of-way.

Concerning the offer by the Great Northern Railway Company to convey to the City an easement subject to their rights for a spur track for the price of $500, we agree that such a conveyance should be taken only as a last report. The State almost always acquires free title to property for highway purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (3637)
H. S. Cox
F. D. Morgan

3337

JUN 17 66

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 TELEPHONE 884-3161

OFFICE OF THE CITY MANAGER

BOB G. KYLE

REFERRED TO
Klaboe
See me please

May 31, 1966

Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Forrest Cooper, Engineer

Dear Mr. Cooper:

We are enclosing herewith a copy of a letter from the Great Northern Railway Company relative to the conveyance of right of way property for the Fifth--Sixth Street couplet, proposed in Klamath Falls. You will note that they offer only an easement which is probably insufficient for our purposes.

It was our understanding that the State--City Agreement for this project was forthcoming. The City is in a poor position to discuss this problem with interested property owners until we find out the respective responsibilities on the project, and these would be recited in the Agreement.

If the City is to acquire right of way, then we should have an understanding of the ground rules; and if the State is to acquire right of way, then the City should not intervene.

We anticipate a reply from the Southern Pacific in the near future, and the J. W. Kerns Company have indicated a willingness to negotiate the needed right of way. Please advise the status of the project.

Yours very truly,

Bob G. Kyle

Bob G. Kyle
City Manager

BGK:ll
enclosure

RECEIVED
JUN 1 1966
OFFICE OF
[illegible]

RECEIVED
JUN 1966
OREGON
STATE HIGHWAY COMMISSION

GREAT NORTHERN RAILWAY COMPANY

LAND & TAX DEPARTMENT

JAMES C. KENADY
LAND & TAX COMMISSIONER
ST. PAUL, MINN. 55101

M. E. FREY
ASSISTANT COMMISSIONER
ST. PAUL, MINN. 55101

R. M. BOYD
WESTERN COMMISSIONER
SEATTLE, WASH. 98101

A. G. BELL
LAND & TAX AGENT
311 FIRST NATIONAL BANK BLDG.
HELENA, MONT. 59601

J. R. SEVERSON
GENERAL TAX AGENT

H. D. HAYMAN
GENERAL LAND AGENT

B. J. STASSON
GENERAL LEASE AGENT
ST. PAUL, MINN. 55101

Seattle, Washington
May 19, 1966

Klamath Falls, Ore. - 1681

Mr. B. G. Kyle
City Manager
Klamath Falls, Oregon

Dear Mr. Kyle:

This refers to your recent request through our superintendent's office at Klamath Falls for a triangular piece of right of way covering 367 square feet just off Sixth Street, a short distance northwest of the Great Northern Railway Company depot at Klamath Falls, Oregon.

We are willing to grant the City of Klamath Falls an easement over this property subject to easement rights for our spur track which traverses the area. Also with stipulations that we be permitted access from Sixth Street to our paved area near the depot thus eliminating curbing at this point.

The conveyance price for this area is $500.00.

An early reply on this matter would be appreciated.

Yours very truly,

R. M. Boyd

Western Land & Tax Commissioner

RECEIVED
JUN 1 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 10-65 SP*23401-734

1K-1136

7116-C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT: South 5th Street
City of Klamath Falls
Klamath County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to a letter of February 8, 1966 (copy attached) from Bob Kyle, City Manager of Klamath Falls, in which he suggests using 5th and 6th Streets instead of 6th and 7th Streets for the Klamath Falls-Lakeview Highway, and suggests a 75%-25% project to up-grade 5th Street and improve the connection at the west end. He transmitted costs of construction and right of way totaling approximately $75,000.

The project would be approximately 2000 feet long (7 blocks). The first block is 40 feet curbed, the second block is 34 feet curbed, the next three blocks were improved in 1965 to 46 feet curbed and the proposed new connection, about two blocks, is proposed for 46 feet curbed. The first two blocks were shown for reconstruction, presumably to the 46-foot curbed width.

Without going into a complete study of their proposal their estimates appear reasonable for the work they propose; however, a sample recently taken in this area (at 5th and Main Streets), and based on the heavy traffic which could be expected for this street, would indicate an increase from the 3" of A.C. and 12" of base which they propose to 4" of A.C, 3" of plant mix and 17-1/2" of base for the new work, and at least a 4" overlay on the project completed last year. If this test is valid, and other tests along Main Street support it, then the project costs could increase $35,000 to $40,000 for construction.

Included with the estimates supplied by the City was an impressive property appraisal indicating a $17,500 taking from a property owner which is negated by $11,000 value in land gained by street vacation and $10,000 in benefit from the new paved street which would normally be charged to the land owner. Thus the property owner gains $3,500 in value and no charge is included for the property taken.

It would appear that a full survey would be in order before any agreement is finalized which would limit the City participation to their estimated figure.

If further data is desired please advise.

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jp
Enclosure

ICE OF
WAY ENGINEER

RECEIVED
FEB 2 - 1966

FOR FILING
18-1136
7160

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

SUBJECT: 5th-6th Street Couplet
Klamath Falls

To: MEMO TO THE FILE

Mayor Robert Veatch called me this date asking instructions on how to proceed to implement the 5th-6th Street couplet part of their Klamath Falls traffic plan.

I instructed Mayor Veatch to make his proposal in writing, including therein both the request to take 5th Street into the highway system and to indicate the amount in dollars or the percentage of which they would participate in the cost. Mayor Veatch said he would do this forthwith.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:bg

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

I-80N-5(31) Boardman Interch. Section, 1968
163 of Col. R. Hwy., W. of Pendleton (Illum. Install.)
#7161

1412
3547

STATE COPY

Monthly transaction number 12-12	FOR R-2A (Rev. 10-68)	ce Oregon
Project report number 12	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Morrow
Modification number 2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-28-69	Project number I-80N-5(31)163

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,689	$ 45,570.49
Federal funds	$ 37,500.00	$ 41,594.04
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of November, 1969.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

For: R. E. Simpson

By

(Title)

By

(Title)

C

Monthly transaction number	FOR[illegible]-2A (RE[illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible] Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Morrow
Modification number 1	(PPM 21-7) 9-24-68	Project number I-80N-5(31)163

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$	$
Federal funds	$	$
Other revisions	The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.	

This modification is made for the following reasons:

In accordance with IM 21-4-68

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of September, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________

Asst. State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
~~(Division Engineer)~~
L. R. Backlund, Admin. Manager

USCOMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-22	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-27-68	COUNTY Morrow PROJECT NO. I-80N-5(31)163

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Boardman Interchange Section of the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.00
OTHER *(Specify)*		

FUNDS 110 93-26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,689	$ 37,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer ____________________

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(31)163

BOARDMAN INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

Project agreement estimate.

Salem, Oregon, August 19, 1968

Type Code Y030
Illumination (Sta. 1392+65 to Sta. 1422+60)

Temporary Protection & Direction of Traffic	All Required	$ 1,100.00
Roadway Illumination Installation, Complete	All Required	35,890.00
	Subtotal	$36,990.00
	10% Engr. & Cont.	3,699.00
	Total	$40,689.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds -	$37,500.00
State Funds -	3,189.00
Total	$40,689.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

⑥ G-1500%

Oregon State Highway Dept.

Federal Aid
Project No. I-80N-5(31)163

Boardman Interchange Section of the 103
Columbia River Highway in Morrow County, 06

Project agreement estimate

Salem, Oregon, 1968

Type code Y030
Illumination (Sta. 1392+65 to Sta. 1422+60)

Temporary Protection & Direction of Traffic	All Required	$ 1,100.00
Roadway Illumination Installation, Complete	All Required	35,890.00
Subtotal		$ 36,990.00
10% Engr. & Cont.		3,699.00
Total		$ 40,689.00

Length of Project 0.00 mile

Federal Funds	$ 37,500.00
State Funds	3,189.00
Total	$ 40,689.00

State Funds for Const: Chap. 175 laws 1919; Chap. 31, laws 1920;
Chap. 529 laws 1939.
State Funds for Maint: Chap. 529 laws 1939.

RECEIVED
SEP 29 1969

9-4-69

FORM PR-1?? (REV. ?-66)

OSMD (Klaboe)
Region
Wash DC
RANichols, Area Engr

I-80N-5(31)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO. 8	REPORT NO. 5	COUNTY Morrow	DIVISION Oregon
DATE OF REPORT 8-12-69	REPORT MADE BY Fred A. Morice, Trainee		PROJECT NO. I-80N-5(31)163
COMPLETION DATE 3-25-69	ACCEPTANCE DATE BY CONTRACTING AGENCY July 15, 1969	TIME ELAPSED 113 %	CONTRACT TIME 180 Days
APPROVED EXTENSIONS 25 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

BOARDMAN INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
Illumination

The project is located in the Boardman Interchange in the town of Boardman and consists of providing illumination at the Boardman Interchange.

All of the contract work was completed in reasonably close conformity with the approved plans and specifications, with the final cost of the work performed under bid items amounting to $45,345 approximately 7% above the authorized contract amount of $42,353.

Overruns and underruns have been satisfactorily accounted for in the Oregon State Highway Division's statement submitted to this office in correspondence dated July 22, 1969.

Because of a design change the contractor was allowed a 25-day extension without being assessed any liquidated damages.

All of the materials used on this project were in reasonably close conformity with pertinent specification requirements of the contract as indicated by the test results obtained on job control samples, with two exceptions. The materials in these two cases were investigated and accepted on the following basis:

(more)

orig to Morgan 9-25-69

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE R. E. Simpson Original signed by Glen L. Green Engineering Coordinator	
TITLE Area Engineer	DATE 8-12-69	TITLE Division Engineer	DATE 9-4-69

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

The thickness of the base plates of the light standards complied with the original plans but were about 1/4" thinner than the plates specified in a price agreement. The plates were accepted subject to a penalty of $12.50 per pole base plate for a total of $300.

The second exception noted was that the 28-day compressive strength of set of concrete cylinders was 2235 psi. These cylinders represented the concrete in the bases for poles 8 to 12. In order to check this the concrete in the footings were tested with a Swiss hammer and it was found that the compressive strength in all but one pole base was well above the design strength of 3300 psi. In this one case the average reading was 2300 psi. It was decided to accept the concrete in this pole base without penalty primarily because the actual strength was well above the design stresses.

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1969
FOR FILI

I-80N-5(31)183

7161

July 16, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7161 awarded to W. R. Grasle Company for illumination installation on the Boardman Interchange of the Columbia River Highway in Morrow County was completed on March 25, 1969, and accepted by the Highway Commission on July 15, 1969.

Final payment in the amount of $2,093.55 will be released to the contractor after July 23, 1969. The total contract amount is $39,735.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 18 1969
FOR FILING

I-80N-5(31)123
7161

July 16, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,250 will be made to W. R. Grasle Company on Contract No. 7161 for illumination installation on the Boardman Interchange of the Columbia River Highway in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $40,985 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

H. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 16 1969
FOR FILING

I-80N-5(31)1-3

7161

July 15, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed March 23, 1969, on Contract No. 7161. The contract was with W. R. Creale Company and was for an illumination installation on the Boardman Interchange Section of the Columbia River Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 15, 1969, and that you concur in this procedure at the Commission meeting on August 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

RECEIVED
AUG 12 1969

FOR FILING

I-80N-5(31) N.3

7161

#1

July 9, 1969

7545

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission at its meeting on July 8, 1969, considered your request for an additional 71 calendar days to complete Contract No. 7161 for illumination on the Boardman Interchange of the Columbia River Highway in Morrow County.

The Commission granted you a 25-day extension to the date of completion without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

bc F. D. Morgan
Ivan Merchant
V. E. Skoog
H. S. Coulter
Harry Woodward
Bureau of Public Roads

TELEPHONE 226-6771

W. R. GRASLE CO.
ELECTRICAL CONTRACTING AND ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND, OREGON 97209

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 3 1969
FILE:

January 30, 1969

Oregon State Highway Dept.
203 S.W. Emigrant St.
Pendleton, Oregon 97801

Re: Boardman Interchange
Illumination Installation Contract No. 7161
Subject: Contract Calendar Days Extension

Attention: Mr. Harry Woodward
Resident Bridge Engineer

Gentlemen:

We are enclosing six copies of Oregon State Highway Commission form #E-320 (Rev.), titled "Contractors Request for Increase in Number of Workdays to Complete Construction Contract".

Our claim for a contract time extension is based on the following:

1. Initially it should be pointed out that construction of this nature should not be started until a factual delivery schedule of all material and equipment is determined. Then, a productive labor program can be coordinated to match material delivery. When construction is interrupted on jobs in remote locations, in terms of main office, costs of demobilizing and mobilizing again are very expensive and involve items that are very difficult to obtain compensation.

2. For the above reason we did not attempt to start construction, because of the pole base revision issued by OSHD letter on October 17, 1968, and received by this office October 21, 1968. A price change was submitted by W. R. Grasle Co. on November 4, 1968 and approval of the price change was received on December 3, 1968.

Approved shop drawings of the revised bases were received November 19 and released for manufacture November 20, 1968 with a delivery date to the jobsite on December 27, 1968. The bases as specified by the original contract requirements were scheduled for job site delivery week of October 7, 1968.

W. R. GRASLE CO

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 15 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

Total lapsed time from notice of pole base revision to on-site delivery, December 27, 1968, is seventy-one (71) calendar days.

We hereby request seventy-one (71) calendar days be added to our contract completion time, due to Breakaway Pole Base revisions.

It is our intention to complete this contract as soon as possible, when weather conditions permit resumption of work.

Very truly yours,

W. R. GRASLE CO.

CR Liggett

C. R. Liggett

CRL/cg
cc: 3525 - Contract
Encl.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 18 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 26, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-80N-5(31)163
Boardman Interchange Illumination
Old Oregon Trail Highway
Contract No. 7161
Time Extension

Reference is made to Mr. Edwards' May 19, 1969 letter on the above subject.

I concur in extending the contract time 25 days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 2 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

[illegible] R & U Comm
Young
cc Edw.
5-29-69

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
JUN 12 1969

FOR FILE

I-80N-5(31)123

7161

June 12, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 8, 1969 meeting

Gentlemen:

W. R. Grasle Company, contractor for the construction of the Boardman Interchange Illumination on the Columbia River highway in Morrow County, Contract 7161, has requested that he be granted an additional 71 calendar days to complete the contract work without assessment of liquidated damages. The contractor contends that a plan change involving pole bases made after the award of the contract prevented him from completing the work within the time allotted.

The contract allotted 180 calendar days to complete the work. Two hundred and five calendar days were charged through to completion, an overrun of 25 calendar days.

A plan change from conventional pole bases to breakaway pole bases was made after the award of the contract and just after the shop details for the conventional pole bases had been submitted, approved and returned to the contractor. A total of 32 days was required to prepare, submit and receive approval of details for the plan revision, and this delayed manufacture and shipment of the poles.

This delay was occasioned by a condition beyond the contractor's control. I recommend that the contractor be granted a 25-day extension without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog
H. S. Coulter

CAG:jf sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 18 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7161 Contractor W. R. Grasle Company

Highway Columbia River

Section Boardman Interchange

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Denied. Recommend 25 days be granted. See attached correspondence.

Grant 25 day extension because of delays occasioned by plan change in pole bases - from rigid base to breakaway base.

Recommended for Approval:

Alfred Shirley
Asst. Division Engineer

Ivan D. Merchant
~~Construction Engineer~~ or
Bridge Engineer

Asst. State Highway Engineer

Contract No. 7161

Project designation I-80N-5(31)163
State-Federal

Date awarded Aug. 9, 1968

Work started Jan. 13, 1969

Per cent completed 100% 3/25/69
Date

No. of ~~Workdays~~ Calendar Days Allowed 180

No. of ~~Workdays~~ Calendar Days Used 205

No. of Added Workdays Requested 25

E—330 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 27, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 180 days to 251 days, within which to complete our Contract No. 7161, without the assessment of liquidated damages. The said contract is described as follows:

Boardman Interchange Illumination

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

W. R. GRASLE CO.
Contractor

C R Liggett
By C. R. Liggett

CONSENT OF SURETY

Date JAN 3 1 1969, 19

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Eby
Arthur R. Eby Attorney-in-fact

(SEAL)

Not Required
Resident A

C

RECEIVED
MAY 20 1969
FOR FILE

I-80N-5(31)163
7161

May 19, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Boardman Interchange
Illumination
Contract No. 7161
FAP No. I-80N-5(31)163

Dear Sir:

This contract allotted 180 calendar days to complete the work. Two hundred and five calendar days were charged through to completion, an overrun of 25 calendar days.

A plan change from conventional pole bases to breakaway pole bases was made after the award of the contract and just after the shop details for the conventional pole bases had been submitted, approved and returned to the contractor. A total of 32 days was required to prepare, submit and receive approval of details for the plan revision and this delayed manufacture and shipment of the poles.

This delay was occasioned by a condition beyond the contractor's control. With your concurrence, I propose to recommend to the Commission that the contractor be granted a 25-day extension without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JUN 20 19
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-5(31)163
7161

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

March 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7161
Prefix 625-1047
Project I-80N-5(31)163

Dear Sir:

All work under Contract No. 7161, Boardman Interchange Section of the Columbia River Highway in Morrow County was completed on March 25, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date June 11, 1969

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

NOTED
F. B. [illegible]

RECEIVED
JUN 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
bc: Forrest Cooper
F. D. Morgan

REFERRED TO
Morgan 6-19-69
By Asst. State Hwy. Engr

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

AUG 2 3 1968

I-80N-5(31)143

-7161

August 23, 1968

W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7161 for illumination installation on the Boardman Interchange Section of the Columbia River Highway in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc L. H. Young
F. D. Morgan
I. D. Merchant
A. F. Parson
Harry Woodward

RECEIVED
AUG 1 5 1968

FOR FILIN

~~Thaddeus Bruno, Member~~
Portland

I-80N-5(31)163
7161

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 6, 1968, is requested in the award of contract for the Boardman Interchange Section, Project No. I-80N-5(31)163.

The contractor receiving the award is W. R. Grasle Co. in the amount of $36,990.00, with Contract No. 7161 assigned. This bid was received on August 1, 1968, and awarded August 9, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved as conflicts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date:________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUL 11 1968
FOR FILING

I-80N-5(31)163 Klaboe
-1161

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

OJECT: I-80N-5(31)163

SECTION: BOARDMAN INTERCHANGE

WORK : ILLUMINATION

COUNTY : MORROW

TO:
FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: JULY 2, 1968

DATE AUTHORIZED: JULY 2, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ☒ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

AUTHORIZATION IS WITH THE UNDERSTANDING THAT ALL NECESSARY RIGHT OF WAY IS AVAILABLE FOR THE PROJECT AND WITH NO UTILITY ADJUSTMENTS AS INDICATED IN MR. OAKES'S AND MR. LITCHFIELD'S JUNE 20TH AND JUNE 26TH REPORTS.

MR. YOUNG'S JULY 1, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE

7-10-68
REFERRED TO
Young
By STATE HWY. ENGR.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1968		DIVISION ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUN 12 1968
FOR FILE
I-80N-5(31)'63

7161

June 11, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

Yours was the only bid received on June 6 for the illumination installation on the Boardman Interchange Section of the Columbia River Highway in Morrow County.

The Highway Commission on June 10 considered and rejected this bid of $38,500 as being too high.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm

bc Frank Morgan
L. H. Young
C. D. Matthis (STAC)
I. D. Merchant

RECEIVED
JUN 11 1968

I-80N-5(31)163

7161

June 7, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Concurrence in rejecting the bid received June 6, 1968 for the Boardman Interchange Section, Project No. I-80N-5(31)163.

The engineer's estimate for this project was $33,000.00, the bid received from Sims Electric Inc. of Roseburg is $38,500.00. The bid is considered too high for the Highway Commission to accept because this was the only bid received and the project is not extremely urgent at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement

Date: ______________________

I concur in rejecting the bid.

R. E. Simpson
Division Engineer

DAR:slh

5-21

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO.: 1-80N-5(31)163

STATE PROJECT NO.:

FROM:
R. E. Simpson, Division Engineer
Oregon Division, Bureau of Public Roads
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Morrow

ITEM NO.: 1-534

PROGRAM STAGE (*Check*): ☐ 1 ☒ 2

TO:

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 15, 1968	May 15, 1968	1-80N

STATE ROUTE NUMBER: #2 - Columbia River

LIMITS OF AUTHORITY

Authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments as indicated in Mr. Oakes' and Mr. Litchfield's May 2, 1968 and May 7, 1968 reports.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Oregon Project 1-80N-5(31)163 Boardman Interchange Section
Illumination Installation

PS&E documents for subject project have been reviewed and are hereby approved subject to the Type IV luminaires being revised to Type III as discussed with Mr. Zirbes by telephone on May 20, 1968.

We accept Article 7-10 of the Special Provisions concerning water polution control measures as submitted by Mr. Klaboe's May 1, 1968 letter as being adequate pending approval by our Washington Office.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
May 21, 196[illegible]	Original signed by R. E. Simpson Division Engineer	Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

RECEIVED
2 - 1968
FOR

I-80N-5(31)163

7161

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

April 30, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 23, 1968 which enclosed plan title sheets for three projects.

There will be no conflict with wildlife resources on the following two projects and they are approved.

1. Boardman Interchange, Columbia River Highway, Morrow County
2. Table Rock Road-Vilas Road Section, FAS 273, Jackson County

There will be no protective recommendations for fishery values on "Swartz Canyon Road-Rock Canyon Section, Crooked River Highway, Crook County," but our Lands Division has expressed an interest in possibilities of angler access to this section of Crooked River. Mr. A. V. Meyers will explore possibilities of this phase, and will undoubtedly contact appropriate people in your agency.

We appreciate the opportunity to offer recommendations on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

RECEIVED
MAY - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROK/ln
cc: Len Mathisen
A. V. Meyers

5-1-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Rooke
J. E. Morelock
C. T. Keasey (2)
J. F. Putnam (2)
A. F. Parson (2)
fw

RECEIVED
MAY 21 1968
FOR FILING

I-80N-5(31)163

7161

4K

MISC. CONTRACTS and
AGREEMENTS No. 3547

April 26, 1968

4-23-68

City of Boardman
City Hall
Boardman, Oregon 97818

Attention: Ernabel N. Mittelsdorf
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of illumination at the Boardman Interchange on the Columbia River Highway in Morrow County.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. F. B. Crandall
(conformed agreement attached)

RECEIVED
MAY 7 1968

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(31)163

7161

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE, Salem, Oregon 97301

DATE: April 24, 1968

In reply refer to: 08-35.EC

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Interstate Federal-aid Interstate Program

Mr. Young's April 17, 1968 letter requested the inclusion of one item in the subject program. This Stage 2 Construction Phase project is approved effective today:

Item	Project	Location	Work
534	I-80N-5(31)163	Boardman Interchange	Illumination

Our January 31, 1968 memorandum commented on several items, which were acknowledged by Mr. Edwards' February 8, 1968 letter.

The usual requirements including an agreement with the city of Boardman should be furnished prior to or with your P.S. & E. submission.

This action provides for a total estimated cost of $36,000 of which $33,100 is reserved as Federal-aid Interstate funds.

NOTED
TOM EDWARDS

Copies [illegible]

RECEIVED
APR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 10

FOR FILE

I-80N-5(31)163

7161

April 9, 1968

6217
6252
6406

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination at the Boardman Interchange on the Columbia River Highway. This agreement has been executed by the City of Boardman.

The agreement provides that the State shall do the work of the project at an estimated cost of $35,500 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed. This is an Interstate project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:
Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
H. S. Cox
A. F. Parson

VPJ:njc jes

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 31, 1968
In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Boardman Interchange on I-80N
Interchange Lighting

Reference is made to your letter dated December 19, 1967 requesting approval of an enclosed plan for proposed illumination of the Boardman Interchange on I-80N at Boardman.

Your request for approval of complete ramp illumination is approved as an Interstate project. This approval is warranted under a combination of cases B-1, B-4, and B-6. Even though the conditions warrant partial interchange lighting under case B-4, your request for approval of complete ramp lighting could not be approved if it were not for the fact that the City of Boardman has provided several luminaires of lineal lighting along the crossroad to the interchange and has agreed to assume the cost of electrical energy of the interchange lighting.

It is noted that the luminaire placement on "B" line on your submitted plan does not begin with placement of a luminaire at the "break-point" of the off ramp. It is requested that this be corrected and that the luminaire placement be adjusted to agree with the placement shown for the "D" line, which begins with a luminaire at the "break-point". This will require one more luminaire than shown on the plan at "B" line. It is also suggested that the placement of luminaires on "A" line be adjusted to more closely agree with the plan on "C" line.

RECEIVED
FEB - 5 1968
TRAFFIC ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
NOV [illegible]0 1967

FOR FILING

I-80N-5(31)163

7161

November 28, 1967

The Honorable Dewey W. West, Jr.
Mayor of Boardman
Boardman, Oregon 97818

6252

Dear Mayor West:

This will acknowledge your letter of November 24 concerning lighting of the Boardman Interchange.

Assuming that the City of Boardman will assume the cost of electrical energy for such lighting, we will proceed with application to the Bureau of Public Roads for approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

bc Forrest Cooper
R. L. Porter
Tom Edwards

.6441
NOV 27 67

City of Boardman
Morrow County
Boardman, Oregon 97818

Edwards

November 24, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Porter

Dear Mr. Cooper:

The City of Boardman requests your consideration to light the Boardman interchange. One of the things that has brought this to our attention is the fact that we have both pedestrian and motor vehicle traffic through this area during the dark hours. It is my belief that a study should be made as to properly locating the light standards so as to alleviate the dangerous conditions caused by this area being unlighted.

The City has taken steps to light the adjoining thoroughfares on both sides of the interchange and had hoped that this would take care of the interstate overpass. The City's lights are now installed, but do not give the needed results.

We would be very pleased to meet with you or members of your staff to discuss this further.

RECEIVED
NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Dewey W. West Jr

Dewey W. West, Jr.
Mayor

cc: Mr. Parsons

R. L. PORTER

S-566(1) Little Luckiamute R. (Bridge- 1968
port) Bridge on FAS-935, SE of Falls
#7162 City (Precast-prestressed beam)

C4A 3571

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99581

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-21-69	CC 1183		597-1076-[illegible]

Contract 7162
S-566(1)

Polk County
Board of Commissioners
Courthouse
Dallas, Oregon 97338

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: J.D.Walker, County Engineer			
Final Billing: Little Luckiamute (Bridgeport) Bridge Section FAS 935. Covered by agreement dated March 5, 1968.			
County advance deposit		20,000.00	
Amount previously transferred		12,000.00	
			8,000.00
County share of construction costs		14,903.06	
Amount previously transferred		10,000.00	
			4,903.06
To be refunded			3,096.94

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

By

NOTED
R.H. PRANGE

NOTED
MAINUR C. HOLMES

Noted
Oscar H. Norberg

NOTED
P. B. [illegible]

RECEIVED
FEB 28 1969

S-566(1)
7162

February 27, 1969

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Gentlemen:

Contract No. 7162 awarded to Ross Bros. Construction, Inc., for construction of the Little Luckiamute River (Bridgeport) Bridge on FAS 935 in Polk County was completed on December 13, 1968, and accepted by the Highway Commission on February 26, 1969.

Final payment in the amount of $2,238.42 will be released to the contractor after March 6, 1969. The total contract amount is $74,614.13 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar

cc: Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Curry-Kropp-Cates, Inc.
1390 Capitol, N.E.
Salem, Oregon 97303

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
FEB 26 1969

S-566(1)

7162

February 26, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed December 13, 1968, on Contract No. 7162. The contract was with Ross Brothers Construction, Inc., and was for a structure on the Little Luckiamute River Bridge (Bridgeport) Section of FAS 935 in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 26, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

Polk County Board of Commissioners
County Courthouse
DALLAS, OREGON 97338

CLIFFORD JONES
Commissioner

CLINTON FORBES
Commissioner

H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

NOTED
[illegible]

January 3, 1969

RECEIVED
JAN 6 1969
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
Salem, Oregon

Attention City & County Relations

Gentlemen:

Inspection was made of the structure over the Little Luckiamute River (Bridgeport Bridge) FAS 935 Contract #7162.

All construction features on this structure appear to be satisfactory and the county commissioners hereby acknowledges acceptance.

Very truly yours,

BOARD OF COMMISSIONERS

Clifford R Jones

Clifford R. Jones,
Chairman

NOTED
HAROLD
REYNOLDSON

CRJ.mc

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
[illegible] UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

L P. Shaw C

RECEIVED
DEC 2 - 1968
FOR FILING

5-566(1)
7162
To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1968

SUBJECT: Bridge Railing Posts
Little Luckiamute (Bridgeport) Br.
Contract 7162

Memo to the Files

On Friday, November 22, 1968 the following personnel met at Galvanizers in Portland to look at galvanized bridge railing posts for the subject project:

George Allis - Allis & Evans, Eugene
Ellis H. Jones
Ray Davis
Ed Rief
Don Jenks
John Jenkins

This particular problem resulted from Mr. Jenks indication that he could not accept a shipment of 45 posts fabricated by Allis and Evans, plant inspected and accepted (I51527) for fabrication by Ray Davis, galvanized in Portland by Galvanizers. According to Mr. Jenks, there was something wrong with virtually every post he looked at, though he had not made a detailed inspection of each of the posts.

The deficiencies included pin holes in the galvanizing due to porosity and cavities in the welds, slag lines along the toes of some welds due to incomplete cleaning by brush hammer before galvanizing, black spots in the galvanizing due to improper cleaning, weld spatter in areas where accessability was difficult, ragged burned bolt holes which had not been cleaned up. Of these deficiencies, the larger pin holes in the base area were considered severe enough during the meeting to warrant repair. Mr. Leo Stout of Galvanizers was instructed to use zinc stick repair methods to fill these holes.

Mr. Allis acknowledged that the posts should not have been sent up for galvanizing with these pin holes. Then he became very belligerent over alleged favorable inspection treatment afforded Portland fabricators by the Portland inspection office.

A shipment of Portland Wire and Iron single-rail posts was standing in the yard next to Allis and Evans two-rail posts. The welding detail on these PW&I posts was different than that on the A&E posts. Mr. Allis demanded to know why PW&I was permitted to use this detail while he was forced to use a different detail. It was pointed out that the detail was changed about a year ago to provide more room for the nut and washer and, while Allis and Evans had been using the new detail for the last year, contracts let prior to the change in detail used the old detail. The PW&I posts were for a project which had been let two years ago and was just now approaching the railing phase.

The PW&I posts were fabricated from steel with chemistry such that they galvanized more smoothly than the A&F posts; the bolt holes were punched and hence cleaner than those of A&E; the PW&I posts were sand blasted and there was less weld splatter on them. The overall appearance of the PW&I posts was better than that of the A&E posts and for that reason the A&E posts might have been judged more harshly. The rough galvanizing appearance due to steel chemistry cannot be held against the fabricator, of course. (Though, incidentally, the Allis and Evans posts were made of Australian steel and domestic steel was specified for this project. This has been taken care of by price agreement.)

A detailed examination of 10 PW&I posts by Mr. Allis resulted in the finding of 4 defects, according to Mr. Jones. The writer looked at six PW&I posts and found no defects.

During another period of belligerence Mr. Allis declared there was something going on, he was being descriminated against and he was going to get to the bottom of it if he had to go to the Commission, his Congressman and the Governor. He was told that nothing was going on, our inspection forces made a point of trying to treat all fabricators equally, but if he wanted to lay his troubles before the Governor that was his privilege. By the time Mr. Allis left he had cooled off somewhat.

The writer was asked to contact Mr. Don Beecroft, resident engineer on the subject project, to explain the problems attendant with the fabrication and galvanizing of these posts, which will be done on November 25.

John C Jenkins

JOHN C. JENKINS
Asst. Engineer of Materials
and Research

JCJ:zf

cc: L.P. Shaw
I.D. Merchant
D.E. Beecroft
E.J. Rief
E.H. Jones

RECEIVED
NOV 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

August 2, 1968

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Partial tran. for
CC - 1127
Retain $8,000.00

Attention Mr. J. D. Walker, County Engineer

Gentlemen:

On August 1, 1968, a satisfactory bid was received from Ross Brothers Construction, Inc., of Salem for constructing the Little Luckiamute River (Bridgeport) Bridge Section of FAS 935. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	$75,690.00
14-1/2% Engineering & contingencies	10,975.05
ESTIMATED TOTAL COST	$86,665.05

County Advance Deposit:
20% of $86,665.05 = $17,333.01, or say $17,300.00

The advance deposit submitted by Polk County on June 20, Check No. 11554, is more than adequate to cover the County's share of estimated costs. Final billing will be made after completion of the project.

$ 20,000

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:eb

bc L. H. Young
Ivan Merchant
C. H. Maison, Attn. John Herr

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Polk County Board of Commissioners
County Courthouse
DALLAS, OREGON 97338

CLIFFORD JONES
Commissioner
CLINTON FORBES
Commissioner
H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

June 19, 1968

State Highway Department
Salem, Oregon

Attention City & Counties Relations

Gentlemen:

Herewith is County Treasurers check for $20,000.00, Polk County's estimated share of construction costs of Little Luckiamute River bridge at Bridgeport, FAS 935.

Also enclosed is right of way certificate for subject project.

Very truly yours,

BOARD OF COMMISSIONERS

Clifford R. Jones

Clifford R. Jones,
Chairman

CRJ/mc
encls.

RECEIVED
JUN 20 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ________________

Highway No. FAS 935

Project Name Little Luckiamute (Bridgeport) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Dallas, Oregon, this 18th day of June, 1968.

POLK County

Clifford R. Jones
Chairman

Commissioner

V B Hildebrand
Commissioner

RECEIVED
JUN 20 1968
ENGINEER
COUNTY & CITY DIVISION

Copy to John Oaks
Ted Roake
C. G. Swenson
Dick Chase.

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
F. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-20	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Polk
PROJECT REPORT NO.		PROJECT NO. S-566(1)

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Little Luckiamute (Bridgeport) Bridge on FAS 935

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.036
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 83,259	$ 52,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JB Klaboe

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)
R. E. Simpson

Date executed by Division Engineer AUG 22 1968

Federal-Aid
Project No. S-566(1) Safety

Oregon State Highway Department

LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE

ON F.A.S 935 IN POLK COUNTY

Project agreement estimate.

Salem, Oregon, August 15, 1968

Type Code X081
Bridgeport Bridge #10188A (Sta. 17+42 to Sta. 19+32)(Contract No. 7162)

Shoring and Cribbing	All Required		$ 5,000.00
Structural Excavation	500 cu.yd.	$ 4.50	2,250.00
Structural Excavation Below Elevation Shown	40 cu.yd.	9.00	360.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.50	1,650.00
Drive Steel Piles	10 only	120.00	1,200.00
Splice Steel Piles	2 only	50.00	100.00
Class A Concrete (354 C.Y.)	All Required		29,030.00
40'-45' Type 3 Prestressed Beams	4 only	965.00	3,860.00
65'-70' Type 3 Prestressed Beams	4 only	1,370.00	5,480.00
75'-80' Type 3 Prestressed Beams	3 only	1,750.00	5,250.00
80'-85' Type 3 Prestressed Beams	2 only	1,750.00	3,500.00
Reinforcement (77,400 Lb.)	All Required		10,030.00
Three Tube Steel Railing	380 lin.ft.	21.00	7,980.00
	Subtotal		$75,690.00
	10% Engr. & Cont.		7,569.00
	Total		$83,259.00

Length of Structure - - - 0.036 Mile

Federal Funds -	$52,900.00
State Funds -	15,179.50
County Funds -	15,179.50
Total	$83,259.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

6

G-1-100%

Oregon State Highway Dept.

Federal Aid
Project No. S-566(1) Safety

Little Luckiamute (Bridgeport) Bridge on FAS 935 in Polk County

Project agreement estimate

Salem, Oregon, 1968

Type Code X081

Bridgeport Bridge # 10188A (Sta. 17+42 to Sta. 19+32)(Contract No. 7163)

Shoring & Cribbing	All Required		$ 5,000.00
Structural Excavation	500 Cu. yd.	4.50	2,250.00
" " below Elevation Shown	40 "	9.00	360.00
Furnish 10 BP 42 Steel Piling	300 lin. ft.	5.50	1,650.00
Drive Steel Piles	10 only	120.00	1,200.00
Splice Steel Piles	2 "	50.00	100.00
Class A Concrete (354 c.y.)	All Required		29,030.00
40'-45' Type 3 Prestressed Beams	4 only	965.00	3,860.00
65'-70' " " "	4 "	1,370.00	5,480.00
75'-80' " " "	3 "	1,750.00	5,250.00
80'-85' " " "	2 "	1,750.00	3,500.00
Reinforcement (77,400 lb.)	All Required		10,030.00
Three Tube Steel Railing	380 lin. ft.	21.00	7,980.00
subtotal			$ 75,690.00
10% Engr. & Cont.			7,569.00
Total			$ 83,259.00

Length of structure 0.036 mile

Federal Funds	$ 52,900.00
State Funds	15,179.50
County Funds	15,179.50
Total	$ 83,259.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
AUG 5 - 1968

FOR FILING

S-566(1)

7162

MISC. CONTRACTS and
AGREEMENTS No. 3571

August 5, 1968

Board of County Commissioners
Polk County
Courthouse
Dallas, Oregon 97338

Attention: Betty Adams
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the Little Luckiamute (Bridgeport) Bridge on FAS 935.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc Mr. H. S. Cox
(conformed copy)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 28 1968

S-566(1)

7162

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

C

August 27, 1968

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7162 for construction of the Little Luckiamute River (Bridgeport) Bridge on FAS 935 in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Curry-Knapp-[illegible], Inc.
1390 Capitol N. E.
Salem, Oregon

bc L. H. Young
F. D. Morgan
I. D. Merchant
R. D. Asburry
Don Beecroft

NTHLY TRANSACTION No.
EM 993 - 7-1

Young 7-10-68

PR-48 (10-66)

ITEM 994 - 7-2
ITEM 995 - 7-3

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: JULY 2, 1968
BY (Signature): MR. YOUNG'S JUNE 20, 1968 LETTER
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

1 NOS. ____ THRU ____

STAGE 2 ITEM NOS. 993 THRU 995

PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
S-15-106(1)	0.00	$12,000	7,200	TABLE ROCK ROAD (VLAS RD.)*	SIGNALS
S-566(1)	0.036	$100,000	60,000	LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE *	STRUCTURES
S-171(2)	0.046	$150,000	90,000	UMATILLA RIVER (CAYUSE) BRIDGE	STRUCTURES

* - SAFETY PROJECTS

NOTED
F. B. KLABOE

S (Division)

RE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU UENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MARCH23, 1966, THIS OFFICE SHOULD BE ED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
JUL 10 1968
FOR [illegible]

7/16

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	7-2-68	ROBERT E. SIMPSON, DIVISION ENGINEER

oval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the

JUN 21 1968

June 20, 1968
(date)

RECEIVED
JUN 25 1968
ENGINEER
COUNTY & CITY DIVISION

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 935

Section Little Luckiamute (Bridgeport) Bridge: Structure, FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

JUN 21 1968
(date)

By Clifford R Jones

By ____________________
Commissioner

By
Commissioner

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
[illegible] HOLMES

NOTED
P. B. [illegible]

Copy to L. H. Young
Attention: Duane Ridings

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 2.3 mi. S.E. of Falls City 21 65	**ADT**	PRESENT 120	FUTURE 200 (66) (70)	YEAR 88 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Prestressed Conc. Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 935

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co. Rd. 2.3 mi. S.E. of Falls City			
5	6-20-68				**ROW**		/Little Luckiamute (Bridgeport) Bridge/			
5					**CONST** (CODE) Safety			0.036	100,000	60,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.036	100,000	60,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

This project is being p
ing narrow bridge (H.C.
in the May, 1966 "Inven

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT 120	FUTURE 200	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 994

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S	PROJECT NUMBER NUMBER 566(1)	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.

COUNTY NAME Polk			CODE 035	PROGRAM STAGE	
ROUTE NO. S	FEDERAL-AID 935	STATE Co. Rd.	U.S.	☐ 1 OR	☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
.E.						One prestressed concrete beam bridge, length 190' H.C. 28' (County to construct approaches)
e7						
	0.036	100,000	60,000	20,000	20,000 (Co.)	ROW-60' Min.; Access Control-none; Parking Restrictions-none
CT LS	0.036	100,000	60,000	20,000	20,000 (Co.)	

REMARKS Relocation Assistance - none involved. This project is being programed as a "Safety Improvement" to replace existing narrow bridge (H.C. 19'). Project is listed on page 12 Polk Co. Line 6 in the May, 1966 "Inventory of Hazardous Locations".

USCOMM DUSCOMM-DC 48905-P61

LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE

Project S-566(1)

Remarks Continued -

Existing Facilities:
An untreated wooden structure with:
1-29' pile approach trestle,
1-62' timber through truss,
1-19', 1-22', 1-20' and 1-24' pile approach trestles for a total of 176 feet, and 19 feet 3 inches in width.

Adjacent Sections:
East End: 24' gravel roadway.
West End: 24' gravel roadway.

Project Data:
Construct a three span prestressed concrete bridge 190 feet long and 28' in width - no sidewalks. County will remove existing structure and construct the connections and approaches to the new bridge. No detour required.

Right-of-Way: 60'
Access Control: None

RR Xing: None
Minimum Design Standards: No exceptions

System Action: Completed
Public Hearing: Not necessary

Unusual or Complicated Situations: None

Route Data: Serve farming area and is a school bus and a mail route.

COMMISSIONERS

WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. [illegible], WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

RECEIVED
JUN 20 1968

FOR FILING
S-566(1)
7162

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

June 18, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 19 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of June 14, 1968 relative to the plans for project, "Luckiamute River (Bridgeport) Bridge Section, FAS 935, Polk County."

The stream contains anadromous fish, and consequently, precautions should be taken to prevent undue siltation or pollution of the water by any chemicals or petroleum products. Work in the stream should be completed during low flow periods in summer and fall.

The project is approved and we appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

NOTED
F. B. KLABOE

R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC

6-19-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
George Wills
R. D. Asburry (2)
fw

RECEIVED
JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

To Morgan

RECEIVED
JUL 9 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID [illegible]
PORTLAND
FRED W. HILL, MEMBER
HELIX

CONSTRUCTION
DIVISION
S-56-6(1)
7162

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JUN 17 1968
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water
Info
Burt

June 14, 1968

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

NOTED
F. B. KLABOE

Enclosed is a plan title sheet on a project scheduled for contract letting on July 25, 1968. Would you please give this your special attention and recommendations as soon as possible:

Luckiamute River (Bridgeport) Bridge Section, FAS 935,
Polk County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
Geo. Wills
R. D. Asburry (2)

S.N.R. 6-21-68

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUL 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

By

F D Morgan
F. D. Morgan
Construction Engineer

Enc.

Dear Mr. Morgan,
Adult Coho Salmon will be migrating upstream through this reach of stream starting in the middle of October. We urge that work in the stream be completed by the middle of October. Depositing of chemical wastes or petroleum products into the stream should be avoided.
BURT CARNEGIE

SAFETY X [✓ Yes]

MEMO TO R. N. CHASE Date June 12, 1968

FAS 935, POLK COUNTY: LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE SECTION

TERMINI: Approximately 2 miles southeast from Falls City. M.P. 0.40

PROPOSED WORK: Structure

PROJECT LENGTH: 190 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$100,000	$60,000	$20,000	$20,000	

EXISTING FACILITIES: An untreated wooden structure with:
1-29' pile approach trestle,
1-62' timber through truss,
1-19', 1-22', 1-20', and 1-24' pile approach trestles
for a total of 176 feet, and 19 feet 3 inches in width.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 24' gravel roadway.

~~SOUTH~~/WEST END: 24' gravel roadway.

PROJECT DATA: Construct a three span prestressed concrete bridge 190 feet long and 28' in width - no sidewalks. County will remove existing structure and construct the connections and approaches to the new bridge. No detour required.

RIGHT-OF-WAY: 60 feet
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: no exceptions

SYSTEM ACTION completed
PUBLIC HEARING: not necessary

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Serve farming area and is a school bus and a mail route.

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

FAS 935, Polk Co
Bridgeport Bridge
FASC - Safety

Polk County Board of Commissioners
County Courthouse
DALLAS, OREGON 97338

CLIFFORD JONES
Commissioner
CLINTON FORBES
Commissioner
H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

NOTED
H. S. COX

April 16, 1968

Oregon State Highway Commission
Salem, Oregon

Attention H. S. Cox
County and City Relations Engineer

Gentlemen:

Herewith preliminary plans are returned and approved. The Polk County Board of Commissioners is especially anxious that the structure width be 28 feet instead of 32 feet. This is requested principally for economic reasons as the county is presented for the coming year with the problem of a severly curtailed budget. We also believe that 28 feet will be ample width for future forseeable traffic on the road indicated.

scheduled 9-5-68

Very truly yours,

BOARD OF COMMISSIONERS

Clifford R. Jones

Clifford R. Jones,
Chairman

mc

RECEIVED
APR 17 1968
ENGINEER
COUNTY & CITY DIVISION

Copy of letter and the county approved plans to Mr Tod Roake 4/17/68 HR

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

POLK COUNTY
PROPOSED PROJECT (1968 FUNDS)

✓ FAS 935, Bridgeport Road: Little Luckiamute River (Bridgeport) Bridge, approximately 210 feet long, $95,000.

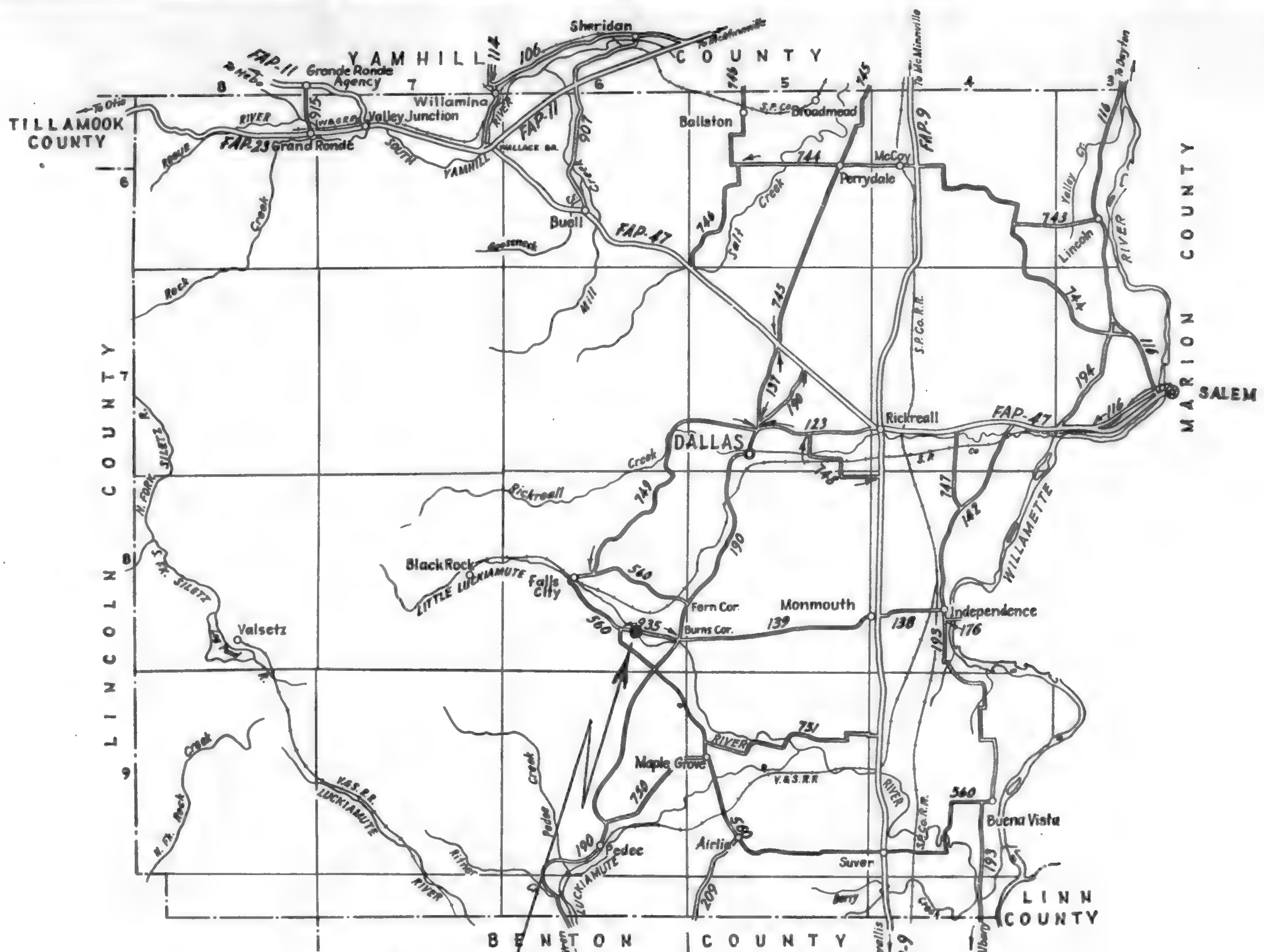
This project is to consist of a concrete structure 28 feet wide, on new alignment. Since the new bridge will be on revised alignment, no detour will be required.

County to make survey and vicinity map and do all grading and surfacing and remove old structure. Right-of-way is County responsibility.

68-b
2/21/68

(Supersedes 67-e, not submitted to Hwy. Comm.)

HIWA CO[illegible]ION
APPROVED ON
MAR [illegible] 1968


YAMHILL COUNTY
TILLAMOOK COUNTY
MARION COUNTY
LINCOLN COUNTY
BENTON COUNTY
LINN COUNTY
SALEM
DALLAS
Sheridan
Grande Ronde Agency
Grand Ronde
Willamina
Valley Junction
Ballston
Broadmead
McCoy
Perrydale
Buell
Lincoln
Rickreall
Black Rock
Falls City
Fern Cor.
Burns Cor.
Monmouth
Independence
Valsetz
Maple Grove
Pedee
Airlie
Suver
Buena Vista
FAP-11
FAP-23
FAP-47
FAP-9
WILLAMETTE RIVER
LITTLE LUCKIAMUTE
LUCKIAMUTE RIVER
S.P. Co. R.R.
V. & S. R.R.
Rickreall Creek
Salt Creek
Mill Creek
Rock Creek
Pedee Creek
N. Fork Siletz R.
S. Fk. Siletz
Yamhill River
To McMinnville
To Dayton
To Corvallis
To Albany
To Otis
935
560
139
138
190
749
750
731
745
744
743
746
747
142
193
194
116
176
123
137
907
915
106
114
209
6
7
8
9
4
5

POLK COUNTY
FAS SYSTEM

PROPOSED PROJECT
FAS 935

S-171(2) Umatilla River (Cayuse) Bridge 1968
on FAS-473, E. of Pend. (Precast-
#7163 prestressed beam struct.)

C4 17
3569

RECEIVED
MAY 15 1969

S-171(2)

7163

May 14, 1969

St. Paul Fire & Marine Ins. Company
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7163 awarded to Stach Construction Co., Inc., for construction of the Umatilla River (Cayuse) Bridge on FAS 473 in Umatilla County was completed on April 5, 1969, and accepted by the Highway Commission on May 13, 1969.

Final payment in the amount of $6,554 will be released to the contractor after May 21, 1969. The total contract amount is $127,609.14 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

A. F. Parson
Frank Morgan
V. E. Skoog
Attn: John Herr

MAY 14 1969

S-171(2)
7163

May 13, 1969

Oregon State Highway Commission

(See [illegible])

Gentlemen:

Work was completed April 18, 1969, on Contract No. 7163. The contract was with Stach Construction Company, Inc. and was for the structure on the Umatilla River (Cayuse) Bridge Section of FAS 473 in Umatilla County.

5

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 13, 1969, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

srb sr

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-46	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-27-68	COUNTY Umatilla PROJECT NO. S-171(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River (Cayuse) Bridge on FAS 473

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.046
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 144,188	FEDERAL FUNDS $ 91,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer August 29, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-171(2)

UMATILLA RIVER (CAYUSE) BRIDGE ON

FAS 473 IN UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, August 23, 1968

Type Code X081
Cayuse Bridge #10683A (Sta. 4+40 to Sta. 6+83)(Contract 7163)

Remove Old Bridge	All Required		$ 4,500.00
Construct, Maintain & Remove Detour	All Required		7,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Shoring and Cribbing	All Required		2,000.00
Structural Excavation	450 cu.yd.	$ 9.00	4,050.00
Structural Excavation below Elevation Shown	50 cu.yd.	9.00	450.00
Special Rock Backfill	170 cu.yd.	8.00	1,360.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	6.00	1,980.00
Drive Steel Piles	12 only	140.00	1,680.00
Splice Steel Piles	2 only	30.00	60.00
Class A Concrete (497 c.y.)	All Required		40,000.00
135'-140' Bulb-T Prestressed Beams	6 only	4,600.00	27,600.00
85'-90' Type 4 Prestressed Beams	6 only	2,700.00	16,200.00
Reinforcement (66,500 lb.)	All Required		14,500.00
Two Tube Steel Railing	486 lin.ft.	17.50	8,505.00
8-inch Metal Drain Pipe	65 lin.ft.	3.00	195.00
	Subtotal		$131,080.00
	10% Engr. & Cont.		13,108.00
	Total		$144,188.00

Length of Structure - - - - 0.046 mile

Federal Funds - - - - - - - - - - - -	$ 91,600.00
State Funds - - - - - - - - - - - -	26,294.00
County Funds - - - - - - - - - - - -	26,294.00
Total	$144,188.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1929;
Chap. 529, Laws 1939.
State Funds for Ma'nt.: Chap. 529, Laws 1939.

Prefix 530-1002

C

RECEIVED
NOV 13 1968

FOR PLAN
S-171(2)
7163

August 23, 1968

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Bid aug!

AGENDA
OCT 1 1968
3 h

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for construction of the Umatilla River (Cayuse) Bridge on FAS 473 in Umatilla County for the sum of $131,080 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Umatilla County is received and the sum of $29,800 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7163. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 5, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson
H. N. VanCleave
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUL 22 1968

FOR FILING
5-171(2)

4163

July 19, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3367

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Jessie Bell
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Umatilla River (Cayuse) Bridge on FAS 473.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

Attachment

cc H. S. Cox
(conformed copy)

Young 7-10-68

NTHLY TRANSACTION NO.
EM 993 - 7-1

PR-48 (10-65) ITEM 994 - 7-2
ITEM 995 - 7-3

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	JULY 2, 1968
BY (Signature)	MR. YOUNG'S JUNE 20, 1968 LETTER
TITLE	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

1
NOS. ______ THRU ______

STAGE 2
ITEM NOS. 993 THRU 995

PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
S-15-106(1)	0.00	$12,000	7,200	TABLE ROCK ROAD (VLAS RD.)*	SIGNALS
S-566(1)	0.036	$100,000	60,000	LITTLE LUCKIAMUTE (BRIDGEPORT) BRIDGE *	STRUCTURES
S-171(2)	0.046	$150,000	90,000	UMATILLA RIVER (CAYUSE) BRIDGE	STRUCTURES

* - SAFETY PROJECTS

NOTED
E. R. KLABOE

S (Division)

RE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU QUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MARCH23, 1966, THIS OFFICE SHOULD BE ED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
JUL 10 1968
FOR FILING

RECOMMENDED SIGNATURE AND TITLE	DATE 7-2-68	APPROVED SIGNATURE AND TITLE ROBERT E. SIMPSON, DIVISION ENGINEER

...proval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd. 9.0 mi. East of Pendleton	**ADT**	PRESENT 100	FUTURE (66) (70) 150	YEAR (71) (72) 88

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. S FEDERAL-AID 473

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 9.0 mi. East of Pendleton			
5	6-20-68				**ROW**		/Umatilla River (Cayuse) Bridge/			
5					**CONST** (CODE)			0.046	150,000	90,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.046	150,000	90,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 100	FUTURE 150	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 995

PROJECT NUMBER: PREFIX LETTER(S) S; NUMBER 171(2); SEQ. NO.

I. Projects Only: POST MI. DESIG.

SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

COUNTY NAME: Umatilla — CODE 059

ROUTE NO. S — FEDERAL-AID 473 — STATE Co. Rd. — U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
ast						One prestressed concrete "T" deck girder bridge, length 243', H.C. 32'.
	0.046	150,000	90,000	30,000	30,000 (Co.)	ROW-60' min.; Access Control-None; Parking Restriction-None
ECT ALS	0.046	150,000	90,000	30,000	30,000 (Co.)	

REMARKS

Relocation Assistance - None involved.

UMATILLA RIVER (CAYUSE) BRIDGE

Project S-171(2)

Remarks Continued -
Existing Facilities: A 200-foot steel through truss bridge on concrete abutments, 18' 4" in width.

Adjacent Sections:
North End: 20' gravel road
South End: 20' gravel road

Project Data:

Construct a prestressed concrete bulb "T" deck girder bridge 243' long and 32' wide - no sidewalks. Detour is the responsibility of the contractor. County will construct the approaches and connections. No additional right of way. The existing bridge will be removed and disposed of by the contractor.

Right-of-Way: 60' minimum
Access Control: None

RR Xing: None
Minimum Design Standards: No exceptions

System Action: Completed
Public Hearing: Not necessary

Unusual or Complicated Situations:

There is a crossing of the U.P.R.R. approximately 600' from the north end of the bridge consisting of two tracks (1 main line) with 19 train movements per day, none high speed. The present protection consists of advance warning signs, X-bucks and stop signs and no change is contemplated. There has been only two accidents at this crossing since 1934, none in recent years. The present priority index is 330 in relation to the approximately 400 crossing on the FAS system, therefore no change in the existing protection is contemplated or justified at this time. It is the present opinion that the protection is adequate.

Route Data: S-171(1)

330-1727 Umatilla ("D" and 5th Sts.) 1968
City Street. (Grading & Paving)
#7164

(141)
3485

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98001

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-6-69	CC 1167		330-1479-295 $34.50 330-1727-295 $811.87

City of Umatilla
PO Box 130
Umatilla, Oregon 97882

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Ingrid Durfee, City Recorder			
Final Billing: Special City Allotment project on "D" Street and Fifth Avenue, Contract 71[illegible]. Covered by agreements dated January 31, 1968 and October 1, 1968.			
City's advance deposit			3,000.00
As per attached statement:			
Final cost		25,846.37	
Agreed State share		25,000.00	
Agreed City share			846.37
To be refunded			2,153.63

RECEIVED
MAR 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Billing [illegible]
By

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

Date March 6, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1968

Contract # 7264 Prefix 330-1727 Survey Prefix 330-1479

Street "D" Street and Fifth Avenue

City Umatilla

Payments to Contractor..(See attached voucher.)	$ 23,339.52
Engineering and Contingencies..........................	2,472.35
*Survey... Total: $ 1,096.96 Pro-rata Share......................	34.50
TOTAL............	$ 25,846.37
Agreed State Share	25,000.00
Agreed City Share	$ 846.37
City Advance Deposit	$ 3,000.00
REFUND DUE CITY	**$ 2,153.63**

Reference: Outside Billing oo-1167

$$* \frac{\text{Construction costs over \$25,000} = \$\ 811.87}{\text{Construction costs} = 25,811.87} \times 1,096.96 = \$34.50$$

*** Portion of preliminary engineering charged to project = $34.50**

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

RU:mm

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

ORM A-20 (REV. 6-63)

COUNTY UMATILLA	CONTRACT NO. 7164	ESTIMAT 2
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION UMATILLA D ST + 5TH AVE		

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
01	TEMPORARY PROTECTION AND	DIRECT TRAFFIC	LUMP SUM	950.0000	
02	CLEARING AND GRUBBING		LUMP SUM	750.0000	
03	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	2.0000	2,43
04	FINISHING ROADBED AND	SLOPES	LUMP SUM	500.0000	
05	WATERING		M-GALS	5.0000	3
06	SUBBASE		CU YDS	2.7500	1,52
07	3/4IN-0 MATERIAL IN BASE		CU YDS	4.0000	45
08	CLASS B ASPHALT CONCRETE		TONS	14.0000	69
09	ADJUSTING MANHOLES		ONLY	50.0000	
10	INSTALLING WATER VALVE	BOXES	ONLY	50.0000	
11	EXTRA FOR A C CONCRETE	APPROACHES	ONLY	50.0000	
001J	LIQUIDATED DAMAGES		DAY	50.0000-	

ATE 12/ 4/68 7164	TOTAL CONTRACT ITE
EVIOUS VOUCHER NO. 15855	% RETAINED ON CONTRACT ITE
HECKED BY: CP/md	FORCE ACCOU
IGINEER OR AUDITOR M. M. Stump	TOTAL PAYMEN

CONTRACT NO 7164	ESTIMATE NO. 2 final	PREFIX NO'S. 330-1727-204 (41)	1,277.75 Dr.
FEDERAL AID PROJECT NO.			

5TH AVE

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	950.0000	1.000	950.00	950.00	
LUMP SUM	750.0000	1.000	750.00	750.00	
CU YDS	2.0000	2,431.400	4,862.80	4,862.80	
LUMP SUM	500.0000	1.000	500.00	500.00	
M-GALS	5.0000	36.000	180.00	180.00	
CU YDS	2.7500	1,520.000	4,180.00	4,180.00	
CU YDS	4.0000	450.000	1,800.00	1,800.00	
TONS	14.0000	690.480	9,666.72	9,666.72	
ONLY	50.0000	1.000	50.00	50.00	
ONLY	50.0000	3.000	150.00	150.00	
ONLY	50.0000	9.000	450.00	450.00	
DAY	50.0000-	4.000	200.00-	200.00-	-
TOTAL CONTRACT ITEMS			23,339.52	23,339.52	
% RETAINED ON CONTRACT ITEMS				1,277.75	1,277.75
FORCE ACCOUNT					
TOTAL PAYMENTS			23,339.52	22,061.77	1,277.75

RECEIVED
DEC 10 1968
FOR FILING

330-1727
7164

C

December 10, 1968

Firemen's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 7164 awarded to Percy E. Jellum Contractor, Inc., for grading and paving "D" Street and 5th Avenue in the City of Umatilla in Umatilla County was completed on November 1, 1968, and accepted by the Highway Commission on December 6, 1968.

Final payment in the amount of $1,277.75 will be released to the contractor after December 17, 1968. The total contract amount is $23,339.52 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

E. A. Valentine
1209 S. W. 6th Avenue
Portland, Oregon 97204

A. F. Parson
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1968
FOR FILING

330-1727

7164

December 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 1, 1968, on Contract No. 7164. The contract was with Percy R. Jellum Contractor, Inc. and was for grading and paving on the Umatilla ("D" Street and 5th Avenue) Section in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

C

330-1727
7164

No. 11

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Umatilla ("D" St. & 5th Ave.)		WEEK ENDING: November 22, 1968
		SECTION PREFIX: 330-1727
HIGHWAY: City Street		COUNTY: Umatilla
NAME OF JOB: Umatilla ("D" St. & 5th Ave.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Percy E. Jellum Contractor, Inc.	CONTRACT NUMBER: 7164	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 27, 1968	DATE WORK STARTED: October 4, 1968	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: 50	CALENDAR DAYS USED: 54
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 108.0
PROJECT AUTHORIZATION: $ 29,386.42		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
EXCLUSIVE OF ENGINEERING: $ 26,819.92	ENGINEERING AUTHORIZATION: $ 2,566.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,239.52	ENGINEERING COST TO DATE: $ 2,165.74	DATE PROJECT WAS COMPLETED: November 1, 1968
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.4 %	PERCENT OF AUTHORIZATION: 84.4 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Class B A.C.	
		100.0	100.0			100.0	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2420	2550			710
TOTAL QUANTITIES CORRECTED TO DATE	2431	1970			690
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2431	1970			690
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Overcast-Cool	0		
MONDAY 18	Overcast-Cool	0		
TUESDAY 19	Overcast-Cold Fog	0		
WEDNESDAY 20	Ptly Cldy-Warm	0		
THURSDAY 21	Overcast-Cool	0		
FRIDAY 22	Ptly Cldy-Warm	0		
SATURDAY 16	Ptly Cldy-Cold	0		

Routing
Decker
Bond
Walker
Boehme
Johnsen
Litchfield
Gallagher

RECEIVED
NOV 25 1968
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Division office Tuesday.
FINAL REPORT.

SIGNED Asst. Resident Engineer LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

C

RECEIVED
NOV 13 1968

330-1727

7164

4e

October 3, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3485

10/7/68

City of Umatilla
City Hall
Umatilla, Oregon 97882

Attention: Billie J. Ross
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning a Special City Allotment Project on D Street and 5th Avenue.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed copy)

C

RECEIVED
SEP 5 - 1968

330-1727

1114

September 3, 1968

Oregon State Highway Commission

Gentlemen:

On the agenda for the October 1 meeting will appear the matter of a supplemental agreement with the City of Umatilla concerning a Special City Allotment Project. This is to supplement the original agreement dated January 31, 1968.

As you recall, these projects are limited to $25,000 each and in cases of overruns, the cities underwrite that portion over the $25,000. In this instance, the project will cost $29,580, with the City having deposited $3,000 to date. The City requests that the remaining $1,580 not be required until the completion of the work. We recommend that this have your approval. It was verbally approved by Mr. Jackson on August 29, 1968.

Authority for the Secretary to sign the agreement for and on your behalf is also requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. H. Maison
A. F. Parson

RECEIVED
NOV 13 1968
FOR FILING

330-1727
7164

August 27, 1968

Bid Aug 1

Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading and paving on "B" Street and 5th Avenue in the city of Umatilla in Umatilla County for the sum of $25,555 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Umatilla is received and the sum of $4,500 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7164. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 9, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
William Ferguson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

NOTED
H. S. COX

Salem, Oregon
August 27, 1968

Supplemental Letter-form Agreement
1968 Special City Allotment Project
D Street & 5th Avenue
City of Umatilla

Mr. Floyd Query

BLDG

Orig. approved Dec 67

Attached are three copies of the subject agreement for your review. If you approve, please forward them to the Assistant State Highway Engineer for signature and presentation to the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mm

Att.

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Salem, Oregon
August 27, 1968

1968 Special City Allotment Project
D Street & 5th Avenue
City of Umatilla
Advance Deposit

Mr. C H. Maison
Controller

BLDG.

Attention: Mr. J. G. Herr

Attached is the City of Umatilla's check no. 3249 in the amount of $3,000.00 which is the amount required as per terms of a letter-form supplemental agreement signed by the city on August 26, 1968.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mm

Att.

cc: F. B. Klaboe
L. H. Young
F. D. Morgan
A. F. Parsen
F. A. Query

Received

8/27/68

NOTED
DON HARWELL

RECEIVED
AUG 23 1968
FORM 2-30 (12-67)
SR FILING

336-1727
7164

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1968

SUBJECT: Special City Allotment
City of Umatilla

NOTED
L. PORTER

To: Mr. L. H. Young
Office Engineer

Building

I have for reply your letter of August 20, in which you requested an opinion as to whether or not the Highway Department can proceed to award a contract in the sum of $29,580 for a street improvement in the City of Umatilla.

It is my understanding that $25,000 of the above sum has been allocated to the City under the special street fund law as provided in ORS 366.805. It is further my understanding that it has been our policy to require a city to deposit the entire difference between the special street allotment as authorized by the law and the Commission, and the total cost of the project, before awarding a contract for construction. In this instance the City has deposited $3,000 of the difference and has requested that we proceed with awarding the contract upon their promise to pay us the remaining balance of $1,580 after the project is completed. A check on the City charter indicates that the City has a general obligation debt limit of $7,500.

It is our opinion that we can proceed to award the contract, but we should have a supplementary agreement with the City to the effect that following the completion of the work and its acceptance, that the City will pay the State Highway Department the sum of $1,580 or whatever sum is necessary to pay off the balance of the contract, over and above the $28,000 that has been either allocated by the Commission or advanced by the City.

Our authority to proceed in this manner is under ORS 366.775 which covers construction agreements with cities for any road, highway or street. In obtaining the supplemental agreement with the City the City should inform us whether or not the balance they are to pay will be a general obligation of the City under the above mentioned debt limitation, or whether they plan to pay the sum following the city allocation of highway funds, pursuant to ORS 366.800. If they are to pay out of the latter fund, this would be a promise to pay from a special fund and not under the debt limitation of the City. If the payment is to be a general obligation against the City, then they should assure us that the $1,580 does not create city debts in excess of $7,500.

In authorizing the additional payment to the State the City Council should adopt an ordinance authorizing the payment upon completion and acceptance of the project, and attach the same to the supplementary agreement.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
Si Cox
G. E. Rohde

RECEIVED
AUG 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-55

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 20, 1968

NOTED
R. L. PORTER

SUBJECT:

To: Mr. George E. Rohde
Chief Counsel

BUILDING

Attention: Mr. Frank McKinney

I am referring to you for a legal opinion regarding a payment by the City of Umatilla on a Special City Allotment Project. The bids taken on the project result in a project cost of $29,580. As you know projects of this type are limited to $25,000 state participation leaving $4,580 for the city to pay. The city has responded to a request for this amount by submitting $3,000 with the balance to be paid upon completion and billing.

Mr. Porter has suggested that we determine the legality of proceeding with the job under these circumstances. He has indicated a willingness to go with the job if deemed proper and lawful. Please advise at your earliest convenience.

A copy of the letters from County and City Division and the City of Umatilla is enclosed.

L. H. Young
Office Engineer

LHY:bb
cc: R. L. Porter
F. B. Klaboe
H. S. Cox

RECEIVED
AUG 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

Salem, Oregon
August 19, 1968

1968 Special City Allotment Project
D Street & 5th Avenue
City of Umatilla
Advance Deposit

Mr. L. H. Young
Office Engineer

Building

On August 1, 1968, bids were opened on the subject project, with a total anticipated cost of $29,580 determined from the low bid submitted. As per the State-City agreement of January 31, 1968, an advance deposit for all costs in excess of $25,000 is to be deposited by the City upon demand by the State. Our letter of August 1, 1968, to the City advised the City of its $4,580 advance deposit required before award of the project.

The City by letter of August 9, 1968, rejected the bid as being too excessive (8.7% over our estimate). The City, after a subsequent discussion, has reconsidered the project and has agreed to go ahead with the project if we will accept its check in the amount of $3,000 and defer payment of the balance until submission of the final billing.

Please advise if this procedure is acceptable in awarding of this project.

NOTED
RICHARD UNREIN

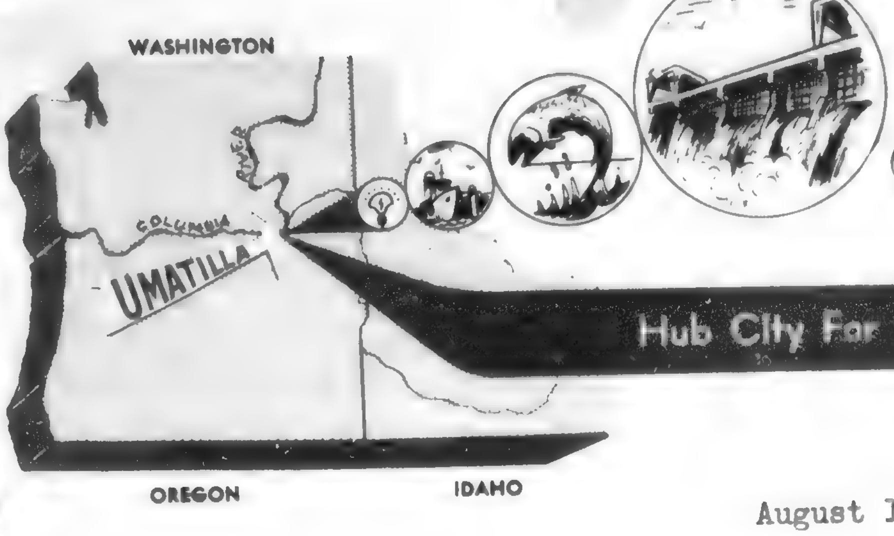
Richard Unrein, Field Engineer
County & City Division

RU:mn
Att's

cc: F. B. Klaboe
A. F. Parson

NOTED
DON HARWELL

3247



City of Umatilla

Hub City For The Columbia River Basin And Pacific Coast

Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

August 16, 1968

Mr. H. S. Cox
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Cox:

This letter confirms Mayor Draper's telephone conversation with you this date regarding our 5th and D Street paving project.

The Council has reconsidered the project after talking with Mr. Unrein yesterday. They have agreed to go ahead with the paving project. A check in the amount of $3,000.00 to apply on our deposit is enclosed. It is all that our budget can spare at this time. We would appreciate it if the balance could wait until after the project is completed, and you could bill us for the balance if the project exceeds $28,000.

being held by Accounting Div.

5
1500

Thank you for your assistance.

Very truly yours,

Billie J. Ross

Billie J. Ross
City Recorder

BJR:id

copies to: F.B. Klaboe
L.H. Young
A.F. Parson

RECEIVED
AUG 19 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

5CA

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

August 14, 1968

NOTED
H. S. COX

Mrs. Billie J. Ross
City Recorder
P. O. Box 130
Umatilla, Oregon 97882

Dear Mrs. Ross:

Your letter of August 9 confirms your telephonic discussion and the desire of the Umatilla City Council to withdraw from participation on the 1968 Special City Allotment project on D Street and 5th Avenue in Umatilla.

You will recall that on April 25, 1968, bids were received on this project with the low bid some 26% over our estimate for a cost to City of approximately $7,100. On May 1, 1968, your letter rejected this bid and requested that we reschedule for a later bid opening.

The project was advertised and bids were opened on August 1, 1968, with only one bid received. It was approximately $29,580+ and included engineering, contingencies, etc., for a cost to City of approximately $4,580.

In reference to your letter of August 9 regarding the matter of engineering and contingencies fees, we are enclosing a copy of the State's "Regulations or Requirements" (see paragraph 9) for allocating these funds to the various cities of Oregon, pursuant to ORS 366.805.

In accordance with the City's wishes, we will cancel this contemplated project, but we feel it is regrettable that there will be no benefit from funds already expended for it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

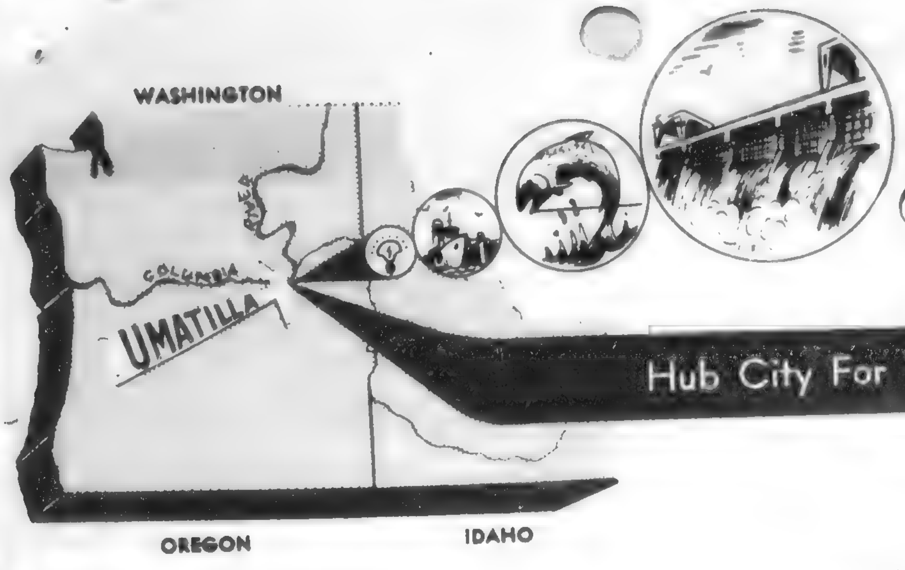
H. S. Cox
County and City Division Engineer

bc: R. L. Porter
F. B. Klaboe
F. D. Morgan
L. H. Young: Cancel Cont. 7164
Floyd Query

DHH:mm
cc: A. F. Parson

NOTED
DON HARWELL

NOTED
H. S. COX



City of Umatilla
Hub City For The Columbia River Basin And Pacific Coast
Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

August 9, 1968

Re: 1968 Special City Allotment
Project on D Street and Fifth
Avenue, Umatilla

RECEIVED
AUG 12 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

This confirms my telephone conversation of August 6 with Mr. Richard Unrein that the Umatilla City Council feels that the cost on the above job is excessive for the small area involved.

The Council has rejected the bid and has stated, in addition, that they do not understand the engineering and contingencies fees nor feel that they should be added to the cost of the job.

We wish to thank you for all your assistance in this matter and for the time and effort that has been expended in our behalf.

Very truly yours,

Billie J. Ross
Billie J. Ross
City Recorder

BJR:id

cc: All on 8-14 reply
Don A

NOTED
DON

NOTED
H. S. COX

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

August 1, 1968

Mrs. Billie J. Ross
City Recorder
P.O. Box 130
Umatilla Oregon 97882

Dear Mrs. Ross:

On August 1, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on "D" Street and Fifth Avenue in Umatilla. The apparent low bid and only bid was submitted by Percy E. Jollum of Pendleton. The anticipated cost based on the bid is as follows:

Contractor's bid		$25,555.00
Anticipated additional items		110.00
	Total	25,665.00
Engineering & contingencies (14-1/2%)		3,721.43
	Total	29,386.43
Estimated portion of preliminary engineering charged to project		194.05
	TOTAL ANTICIPATED COST	$29,580.48

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check or warrant to this office in the amount of $4,580, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

RU/DNH

Richard Unrein
Field Engineer

RU:sb

bc L. H. Young
A. F. Parsen
F. B. Klaboe

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

UMATILLA ("D" ST. AND 5TH AVE.) SECTION

CITY STREETS

UMATILLA COUNTY

State Project
0.15 mi. Grading and Paving

Bids Received August 1, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 500.00
2.	All Specified	Clearing and Grubbing		500.00
3.	2,420 cu.yd.	General Excavation, Unclass.	$ 1.50	3,630.00
4.	All Specified	Finishing Roadbed and Slopes		250.00
5.	70 M-gal.	Watering	4.00	280.00
6.	2,100 cu.yd.	Subbase	2.50	5,250.00
7.	450 cu.yd.	3/4" - 0 Material in Base	4.00	1,800.00
8.	710 ton	Class "B" Asphalt Concrete	15.00	10,650.00
9.	1 only	Adjusting Manholes	100.00	100.00
10.	2 only	Installing Water Valve Boxes	25.00	50.00
11.	10 only	Extra for A.C. Concrete Approaches	50.00	500.00
			For Comparison of Bids	$23,510.00

8.7% OVER Est.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$23,510.00	25,555.00
Anticipated Additional Items:			
Flagging	$100.00		
Adj. Stop Sign	10.00	110.00	110.00
		$23,620.00	25,665.00
Engr. & Cont. (14½%)		3,424.90	3,721.43
Estimated Net Authorization, Constr.		$27,044.90	29,386.43
			194.05
			$29,580.48
			- 25,000.00
			$ 4,580.48
			OR
			$ 4,580

$\frac{4,386.43}{29,386.43} \times 1,300 = \$\ 194.05$

Umatilla ('D' St. & 5th Ave.) Se
City St

Ed Johnston
3-11-63

7-15-68

Temporary Protection & Direction of Traffic.	All Specified			500 -
Clearing and Grubbing.	All Specified		500 -	~~[illegible]~~ -
General Excavation, Unclassified	2420 ~~1920~~ cu. yd	1 50		3630 - ~~2880~~ -
Finishing Roadbed and Slopes.	All Specified	-	250 -	~~[illegible]~~ -
Watering	70 ~~60~~ M-Gal	4 00		280 ~~240~~ -
3/4-0 Material in Base	450 cu. yd	~~[illegible]~~ 4 00		1800 50 ~~1[illegible]~~
~~[illegible]~~ Subbase	2100 ~~1990~~ cu. yd	~~[illegible]~~	2 50	5250 - ~~[illegible]~~ -
Class "B" Asphalt Concrete	710 ton	~~12 -~~	15 00	10650 - ~~[illegible]~~
Adjusting Man Holes.	1 only	~~75 00~~	100 -	100 ~~75~~ -
Adjusting Water Valve Boxes.	2 only	25 00		50 -
Extra for A.C. Conc. Approaches	10 ~~13~~ only	~~40 00~~	50 00	500 ~~520~~ -

~~23490~~
110
~~23,580~~
~~3419.10~~
~~26,999.10~~

14½%.

23510
110
23620
3424.9
$27,044.9
91.10
$27,136.00

TOT. ANTIC.

Flagging 100
Adj. Stop Sign 10

P.E. charges as of June 30, 1968
= 1,062.94

TOT. Antic = $1,200

3044.90
27,044.90 × $1,200 = $91.10 P.E.

RECEIVED
JUL 15 1968
ENGINEER
COUNTY & CITY DIVISION

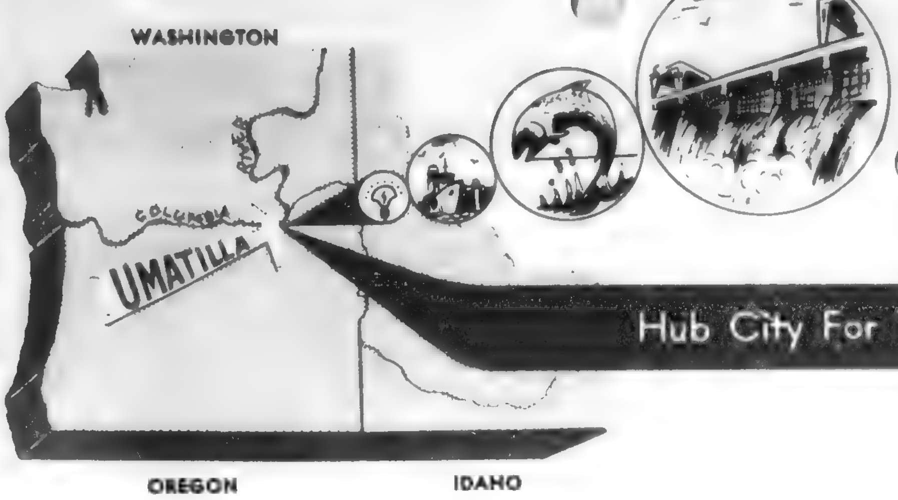
NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SC-17



City of Umatilla
Hub City For The Columbia River Basin And Pacific Coast
Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

5 June 1968

Low bid received [illegible] was $[illegible]600 [illegible] cost of $[illegible].

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. Richard Unrein
(Ref telecon w/Mrs. Ross
June 3, 1968.)

Dear Mr. Cox:

After review again of the Fifth and D Street paving project, the Council would like to ask that the request for bids be resubmitted calling for pit run material in the base roadbed; to delete the two sumps; delete the center approach to Spada's property; and, to delete the approach to the Swap Shop from the west side of D Street. By doing this we hope to be able to keep the costs near the $25,000.00 amount. Approx $25,000 $29,000

Very truly yours,

A. L. (Bud) Draper
Mayor

NOTED
H. S. COX

RECEIVED
JUN - 7 1968
ENGINEER
COUNTY & CITY DIVISION

Copies To:
F.B. Klaboe
F.D. Morgan
A.F. Parson
J.H. Young
Frank Hall - please revise plans as above.
O.C. Turner

Note: "Soils" said that suitable material is [illegible] in a State [illegible] 2 miles from Umatilla.

Existing Base Design - 3" A.C.
2" Lev.
10" Base

Revised Base Design = 3" A.C.
2" Lev.
12½" Pit-Run

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
MAY 3 - 1968

330-1727

7164

May 3, 1968

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on April 25 received bids for grading and paving "D" Street and 5th Avenue in the city of Umatilla in Umatilla County, and on May 2 considered your bid, along with the others, received for this project.

The Commission rejected all bids as being too high.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

SCA

City of Umatilla
Hub City For The Columbia River Basin And Pacific Coast
Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

NOTED
H. S. COX

1 May 1968

RECEIVED
MAY 3 - 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

This is confirmation of my telephone call to Mr. Unrein today that the City Council concurs with your suggestion to reject the bid for our Fifth and D Street paving project as it is too high and we ask that you reschedule this project for the July bid opening.

26% over

Very truly yours,

A. L. (Bud) Draper
Mayor

copies to: F.B. Klaboe
F.D. Morgan
L.H. Young
[illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section "D" ST. & 5TH ST. Highway City of Umatilla County Umatilla Prefix 330-1479

Res. Engr. W. C. Ferguson Approx. Length 0.16 Miles. Sta. ______ to Sta. ______ Date 3-7-68

Truck A.D.T. 330 Traffic Coefficient 8.2 18 kip s.a. per day 82 (Automobiles not considered.)

Annual Precipitation 9"+ Frost Penetration 20"+

CBE Total Req.	Credit	Actual ~~Thick.~~	
	6.0	3.0	A.C.
	2.0	.0	Level
	10.0	10.0	Cr. Base
18.0	18.0	15.0	

MAR 14

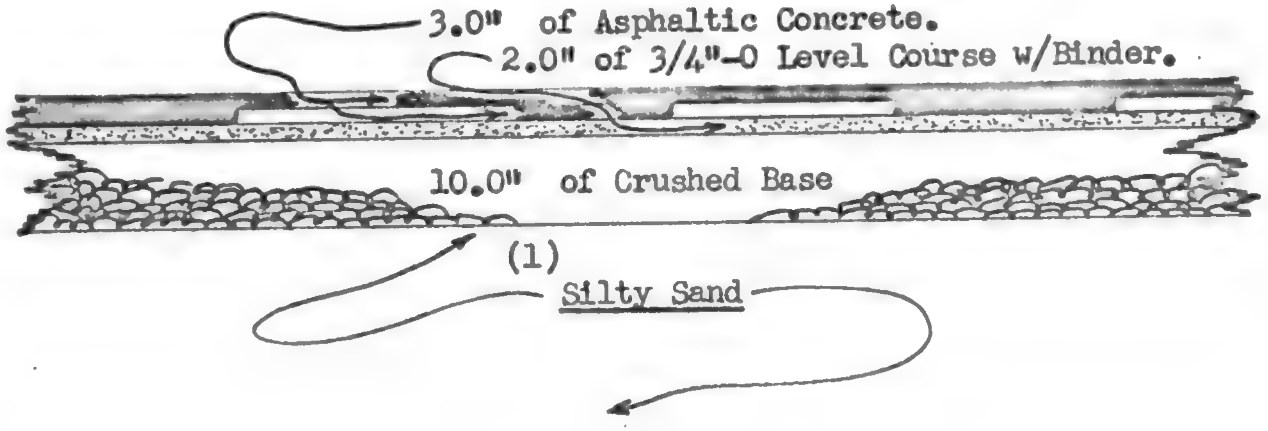
(1)
Typical Soil
22 LL
0 PI
93 %P 10
24 %P200
7 %Gravel
2 %C Sand
67 %F Sand
22 %Silt
2 %Clay
38 "R" Value
[illegible]

AASHO CLASSIFICATION:

A-2-4.

MATERIAL SOURCES:

To be determined by the Engineer.


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
10.0" of Crushed Base
(1)
Silty Sand

See Page 2 for remarks.

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by ______
for Staff Assistant

Recommended by ______
Engineer of Materials

Recommended by ______
Construction Engineer

Approved by ______
~~Asst.~~ State Highway Engineer

"D" St. & 5th St.
City of Umatilla
Umatilla County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
7 - 8	3.0"	2.0"	8.5"	16.5"	13.5"
6 - 7	3.0"	2.0"	6.5"	14.5"	11.5"
4.8 - 6	2.0"	2.0"	6.0"	12.0"	10.0"
Cars Only	2.0"	2.0"	6.0"	11.0"	*10.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

*Increased to equal ½ the reported depth of frost penetration.

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	= 0.8"	Crushed Base

Note:

The surfacing thickness is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: "D" St. & 5th St.
HIGHWAY: City of Umatilla
COUNTY: Umatilla

500 Present ADT (1967)
60 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	1.2	144	132	450	59,400
3	180	1.2	216	198	1000	198, 000
4					1250	
5					3180	
6					2570	
				330	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 257,400
TWENTY YEAR EWL 5,148,000
TRAFFIC COEFFICIENT 8.2

SECTION: "D" St. & 5th St.
HIGHWAY: City of Umatilla
COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a problem
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.16± mi.) project. See Items 6 & 12.

Pendleton, Oregon. 97801
February 16, 1968

Narrative Report of Survey
Umatilla City Streets
"D" Street and 5th Street
Umatilla County
Page 1 of 2 pages

Mr. A. F. Parson
Division Engineer
LaGrande, Oregon

The purpose of this survey is to locate, design, prepare plans and specifications and estimate the cost for construction of a paved roadway between 6th St. and 5th St. on "D" St and between "D" St. & "F" St. on 5th Street within the City of Umatilla, Oregon. All construction on this project is to be held within the present designated and platted public right-of-way. The construction of this facility is proposed under the 1968 Special City Allotment Funds program, The proposed facility will have a 24 foot asphaltic concrete paved surface with 8 foot paved shoulders. Base design includes 10 inches coarse crushed base, 2 inches top course , 3 inches of pavement on the main roadway and 1½ inches of paving on the shoulders for an all-over thickness of 15 inches.

Total length of this project is 0.169 miles. The maximum gradient proposed on side streets is 3.7% and 0.32% for the main traveled way on 5th St. The total estimated cost of this project including engineering and other contingencies is $ 29,586.00 for an overall cost per mile of $ 175,065.00.

In that the City of Umatilla has no overall street grade or storm drainage plan, the survey was carried some distance beyond the limits of the project in order to design a grade which could be used in future planning if the proposed facilities are extended beyond the present limits. The possible future construction of a curbed section was also considered in the design of street cross section and gradient. The porosity of the soil in this area (river bottom gravel and sand) and the annual rainfall for this locality indicates that adequate disposal of storm waters can be most economically obtained by the use of sumps in the event of a future curbed section. Run-off from the proposed section will disipate along the edges of the roadway. The general topography is a flat plain, sloping generally north and west toward the Umatilla and Columbia Rivers. Soil samples for base design, etc. was taken by the Salem Soils & Geology section of the Oregon State Highway Department.

The typical section with side ditches as proposed on the prospectus and order for survey, it is believed, would not be compatable with the present street system now in use throughout the city. Periods of high winds and dry soils in this region also create a problem of sand drifting and weed collection. To minimize these conditions the proposed vertical cut with flat side slopes is recommended.

In consulting with the city officials, it is their desire that the adjustment of ground facilities (one manhole and the installation of two water main valve boxes) be included in the contract.

NOTED
RICHARD UNREIN

There are two electric power poles owned by Pacific Power & Light Company that will need to be moved for clearance. This is an obligation of the city in accordance with the City-State agreement.

The specifications that will be followed throughout the construction of the various items of this project will be the State of Oregon, Standard Specifications for Highway Construction - 1964. The earthwork proposed on this project will be primarily excavation with little or no embankment. The excess material to be come the property of the contractor.

Materials for the construction of this project will probably be obtained from commercial sources. However, the State owned Umatilla gravel pit described on Map No. IR-2-1686 coûld be made available for this project.

OREGON STATE HIGHWAY DEPARTMENT
Q NTITY SUMMARY & COST ESTI TE - Sheet 1 of 1 Sheets

Section Umatilla (D and 5th Streets) Unit
ighway City Street County Umatilla Prefix 330-1479
ength 0 16 Designer Hildebrandt Draftsman Date 2/27/68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. General Excav., Uncl.	cu. yd.	2121	229	2,350	1.50	3,525
2. Finish Roadbed and Slopes	All	100%	-	100%		250
3. Watering	M Gal	151	14	165	3.00	495
4. 3/4"-0 Matr'l in Base	Ton	778	72	850	2.10	1,785
5. Coarse Crushed Matr'l in base	Ton	3378	322	3,700	1.95	7,215
6. Class "B" Asph. Conc. Mixture	Ton	746	74	820	10.00	8,200
7. Asphalt Cement in Mix	Ton	41	4	45	40.00	1,800
8. Adjust manhole	one	1	-	1	60.00	60
9. Extra for Paving Appr's	one	12	1	13	40.00	520
10. Metal Water Valve Box	one	2	-	2	50.00	100
						23,950
	Adjust Stop Sign					10
	Flagging, State's Share					200
	Engineering and Contingencies			20%		4,840
Survey Est $1,500						
				29,000		
			+ Survey	210		
			Total	$29,210		

NOTED
RICHARD UNREIN

Total $29,000

Form E-49-30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Umatilla, "D" & 5th St.
Umatilla County

Prefix 330-1479-901

Quantity Summary & Cost Estimate

Item	Unit	Net	Allow.	Gross	Price	Amount
General Excavation, Uncl.	Cu. yd	2121	229	2,350	$1.75	4,125^{50}
Finish Roadbed & Slopes	Mile	0.16	-	0.16	1250^{00}	200^{00}
Watering	M-Gal.	151	14	170 165	3.50	577^{50}
3/4"-0 Leveling Course	Cu. yd.	506	44	415 550	3.25	1787^{50}
Coarse Crushed Mat'l. in Base	Cu. yd.	2196	204	1,950 2400	3.00	7200^{00}
Cl. "B" Asphaltic Conc. Mixture	Ton	746	74	625 820	8^{75}	7175^{00}
Asphalt Cement in Mixture	Ton	41	4	45	60^{00}	2700^{00}
Extra for Paving Approaches	Each	12	1	10 13	40^{00}	520^{00}
Metal Water Valve Box	Each	2	-	0 2	30^{00}	60^{00}
Adjust Manhole	Each	1	-	1 1	100^{00}	100^{00}
Adjust Stop Sign	Each	2	-	2	5^{00}	10^{00}
		Total	Bid Items			$24,455^{00}
Anticipated Items:						
Flagging						200^{00}
Adjust Utilities by Others						0
			Subtotal			$24,655^{00}
20% Engineering & Contingencies						4,931^{00}
		Grand Total				$29,5

RECEIVED
FEB 7 - 1968
FOR FILING

330-1727

7164

February 2, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3485

City of Umatilla
City Hall
Umatilla, Oregon 97882

Attention: Billie J. Ross
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to D Street and Fifth Avenue in your city.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(agreement attached)

JAN 11

868

330-1727
7164

Prefix No. 330-1479

LOCATION PROSPECTUS
UMATILLA ("D" ST. & 5TH AVE.) SECTION
CITY STREET - UMATILLA COUNTY

STREET: "D" and 5th Streets, city of Umatilla. Not on State or Federal highway system.

TERMINI: The southerly terminus is at the intersection of "D" Street and 6th Street, said 6th Street being the Columbia River Highway. The easterly terminus is at the intersection of 5th Street and "F".

LENGTH: 0.16 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for paving existing alignment.

TYPICAL SECTION: Two 12-foot lanes with 8-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

3" A.C.
2" Leveling
10" Crushed Base
15" Total

MATERIAL SOURCES: Will be determined during the survey.

ADDITIONAL FACILITIES: City will adjust water mains, sewers, etc. There are no railroad crossings or major stream crossings.

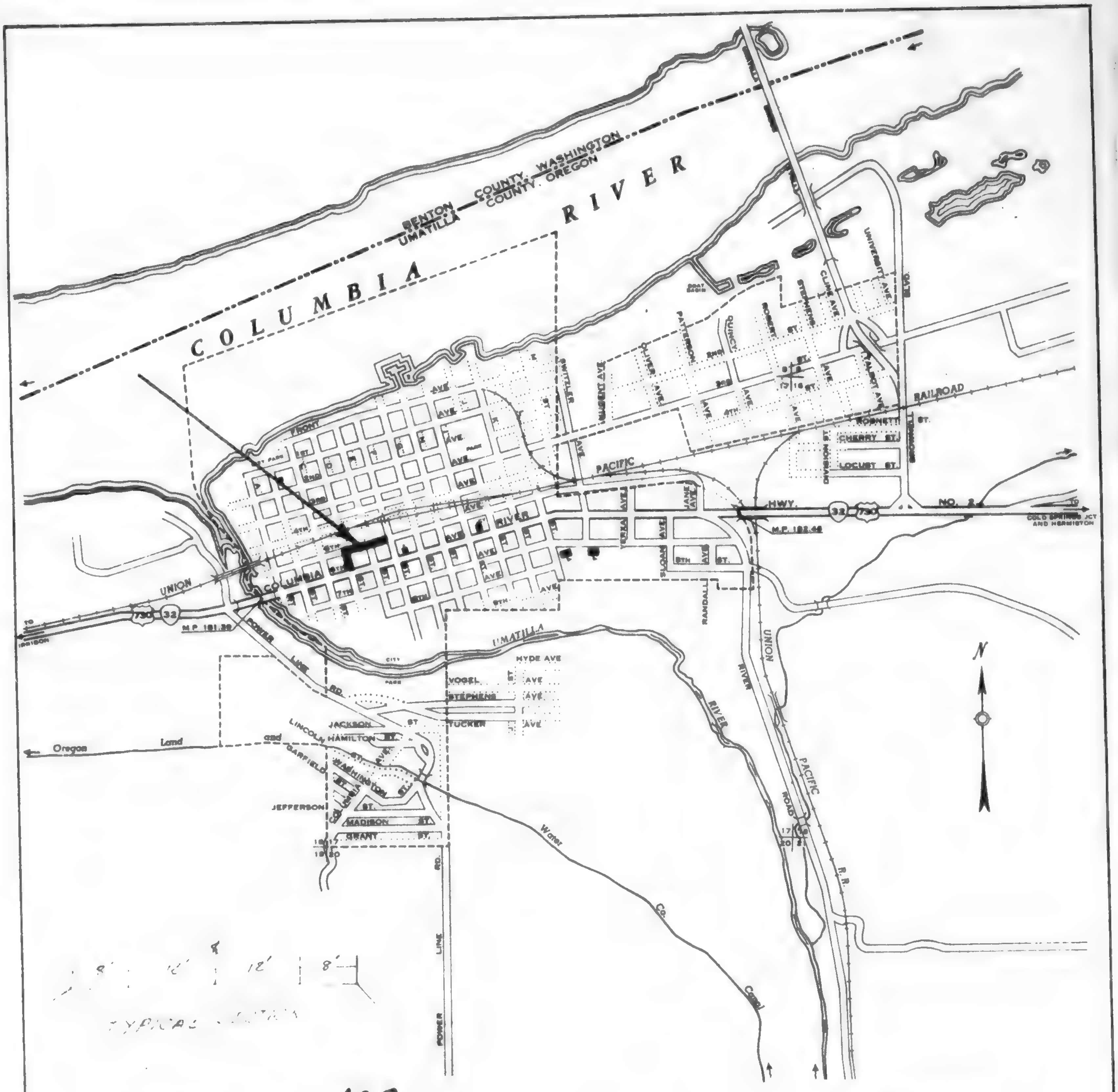
AGREEMENTS: Routine negotiations for Special City Allotment.

PARKS OR WAYSIDES: None.

January 8, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

NOTED
R. L. PORTER


COLUMBIA RIVER
BENTON COUNTY, WASHINGTON
UMATILLA COUNTY, OREGON
UMATILLA RIVER
UNION PACIFIC RAILROAD
HWY. NO. 2
32
730
M.P. 182.46
M.P. 181.30
COLD SPRINGS JCT AND HERMISTON
TO IRRIGON
FRONT
AVE
ST
5TH
6TH
7TH
COLUMBIA
RIVER
POWER LINE RD.
POWER LINE RD.
CITY PARK
HYDE AVE
VOGEL AVE
STEPHENS AVE
TUCKER AVE
JACKSON ST.
HAMILTON ST.
LINCOLN
GARFIELD
WASHINGTON
JEFFERSON
MADISON ST.
GRANT ST.
Oregon Land and
Water Co. Canal
UNION PACIFIC R.R.
ROAD
RANDALL
SWITZLER AVE
NUGENT AVE
PATTERSON
QUINCY
ROBERTS ST.
CLINE AVE
UNIVERSITY AVE
DIVISION ST.
BONNETT ST.
CHERRY ST.
LOCUST ST.
BOAT BASIN
N
8'
12'
12'
8'
TYPICAL SECTION

PROSPECTUS MAP
UMATILLA (D ST & 5TH AV.)
CITY STREETS
UMATILLA CO.
JAN 1968

LEGEND

- ▲ Post Office
- ■ Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- ■ School
- ■ R. R. Depot
- ═ Street open for travel.
- ⋯ Street dedicated but not open.
- ---- City Limits.

UMATILLA

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

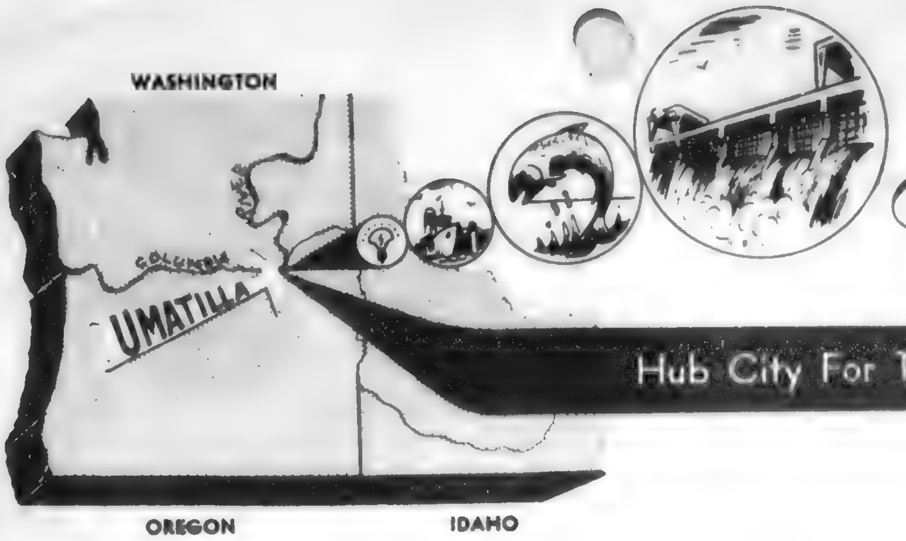
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 605

Scale in Feet
400 0 400 800

Revised July 1964

SCA



City of Umatilla
Hub City For The Columbia River Basin And Pacific Coast
Telephone 922-3444
P. O. Box 120
UMATILLA, OREGON
97882

28 August 1967

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. Richard Unrein

Dear Sir:

At the last regular meeting of the Common Council, it was decided the City would pay the costs over $25,000.00 to pave portions of Fifth and D Streets. Reference your letter dated August 18, 1967.

Very truly yours,

Billie J. Ross
Billie J. Ross
City Recorder

RECEIVED
AUG 30 1967
ENGINEER
COUNTY & CITY DIVISION

[illegible]
[illegible] UNREIN

NOTED
DON HARWELL

1951 - 9537
1960 - 9,716

S.C.A. INVESTIGATION DATA

City of UMATILLA Date July 20, 1967 Division 5 3V
Street (s) "D" St. from 6th Ave to 5th Ave and 5th Ave from "D" St. to "E" St.
No. previous projects 2
Last project 1954 (year)
Total SCA Funds to date $ 17,453

EXISTING

Surface now in place: A.C. — Oil X Gravel X Concrete —
Surface width: 20' oil (20' gr. feet, Shoulder-shoulder width: 28 ± feet
C-C width: — feet, Right-of-way width: 80 feet

Remarks: These St's serve new "SPADA" potato processing & distribution Co. Very busy seasonal traffic from field to market. good project. Met with Mayor Draper. Existing St's in poor cond.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 24 feet Shoulder width: 8 pav. feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Length: 850 feet, .16 mile. Type curb: —

Remarks: Pave shdr's 1 1/2" A.C.

ESTIMATE

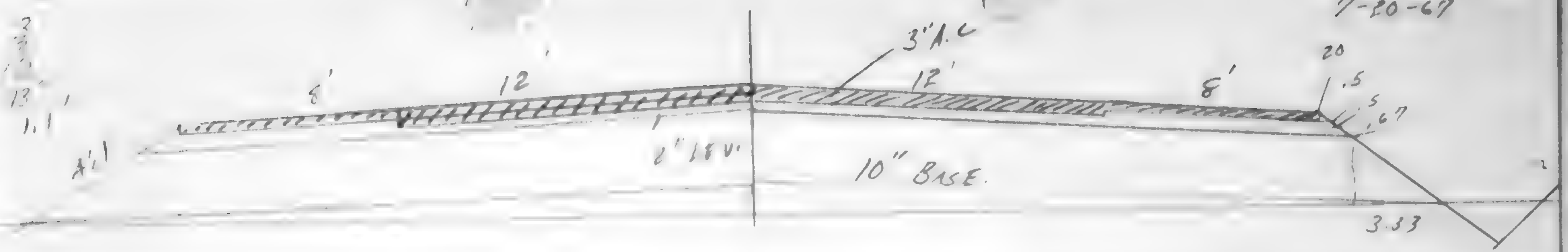
Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	2,350	1.50	3,525.00
Drainage Excavation	c.y.	45	4.00	180.00
Culvert Pipe 12"	lin. ft.	400	3.75	1,500.00
Base Material (1-1/2-0)	c.y.	1,950	3.00	5,850.00
Level Material (3/4-0)	c.y.	475	3.25	1,543.75
Asphalt	ton	625	~~15.00~~ 14.00	8,750.00
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	70	4.50	315.00
Extra for Approaches	ea.	10	40.00	400.00
Adjust. [illegible] M.H.'s	ea.	1	100.00	100.00
Other Binder	ALL	ALL	L.S.	$470.00

* Items include 10% allowance.

Total	$ 22,633.75
Engineering & Contingencies (20%)	4,526.75
TOTAL	$27,160.50
City's Estimated Share of Survey	119.32
TOTAL ESTIMATED COST	$ 27,279.82

~~$27,500.00~~
$26,[illegible]

UMATILLA
"D" & 5th.
7-20-67



3" A.C
8'
12
12'
8'
20
.5
.5
.67
2" LEV.
10" BASE.
3.33
13
1.1
4:1
2

GEN. EXC. = $\frac{1.0 \times 60 \times 950 \times 1.1}{27}$ = 2,320 C.Y.

TR. EXC. = $\frac{1.5 \times 1.5 \times 400}{27}$ = 45 C.Y.

10" BASE = $\frac{.83 \times 46.7 \times 950 \times 1.43}{27}$ = 1,950 C.Y.

(365) (109)

LEV. = $\frac{.17 \times 42.7 \times 950 \times 1.43}{27} + \frac{.12 \times 18.0 \times 950 \times 1.43}{27}$ = 474 C.Y.

(381) (241)

A.C = 40.1 × 9.5 + 24.1 × 9.5 = 622 TON

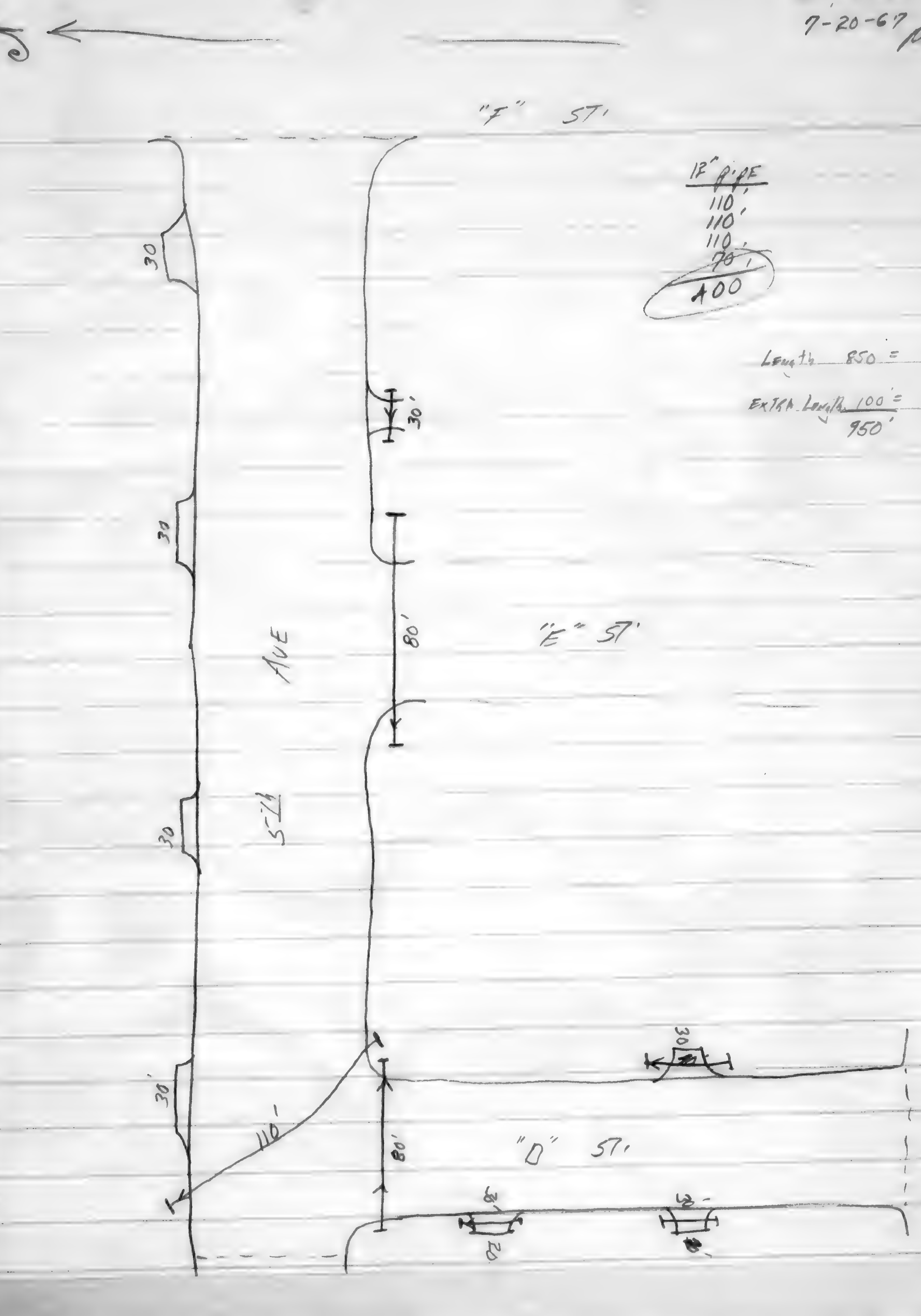
WATER = .0275 × (2,424) = 67 M-GAL

BINDER 2,600 × .18 = $ 470

SURVEY Est $1500

$\frac{2,160.50}{27,160.50} \times \$1500 = \$119.32$

UMATILLA
"D" & 5th
7-20-67


N
"F" ST.
30
30
30
30'
30'
80'
AVE
5th
"E" ST.
110'
80'
"D" ST.
30
30
30
30
30

12" PIPE
110'
110'
110'
70'
400

Length 850 = .16 mi
Extra Length 100' = .18 mi
950'

SCA

NOTED
H. S. COX

PROJECT DATA, CITY OF Umatilla Date 11 July 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name Portions of Sixth Street, D, E & F Streets
(Locate project on attached map.)

Project length approx 1240'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: 5 feet

Curbed section; width curb to curb: ______ feet

Remarks ______

Surface now in place: Oil ___ Paving ___ Gravel X

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 80 feet

Are intersecting streets curbed? Yes ___ No X

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No ✓

Width between present curbs: ______ feet

City to construct curbs? Yes ___ No ✓

To be constructed as part of project? Yes ___ No ___

Length of desired radius on curb returns: ______ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: ______

RECEIVED
JUL 13 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4-5 feet

Remarks____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ____

If yes, how deep from present surface? 2-3 feet

Remarks ____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks ____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No ____

Electric poles? Yes ____ No ____

Which company? ____
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No ____

Which company? ____

Railroad tracks? Yes ____ No ____

Which company? ____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No ✓

When available? Date ___

Has city established grade on street? Yes ✓ No ___
(If yes, please include copy of data.)

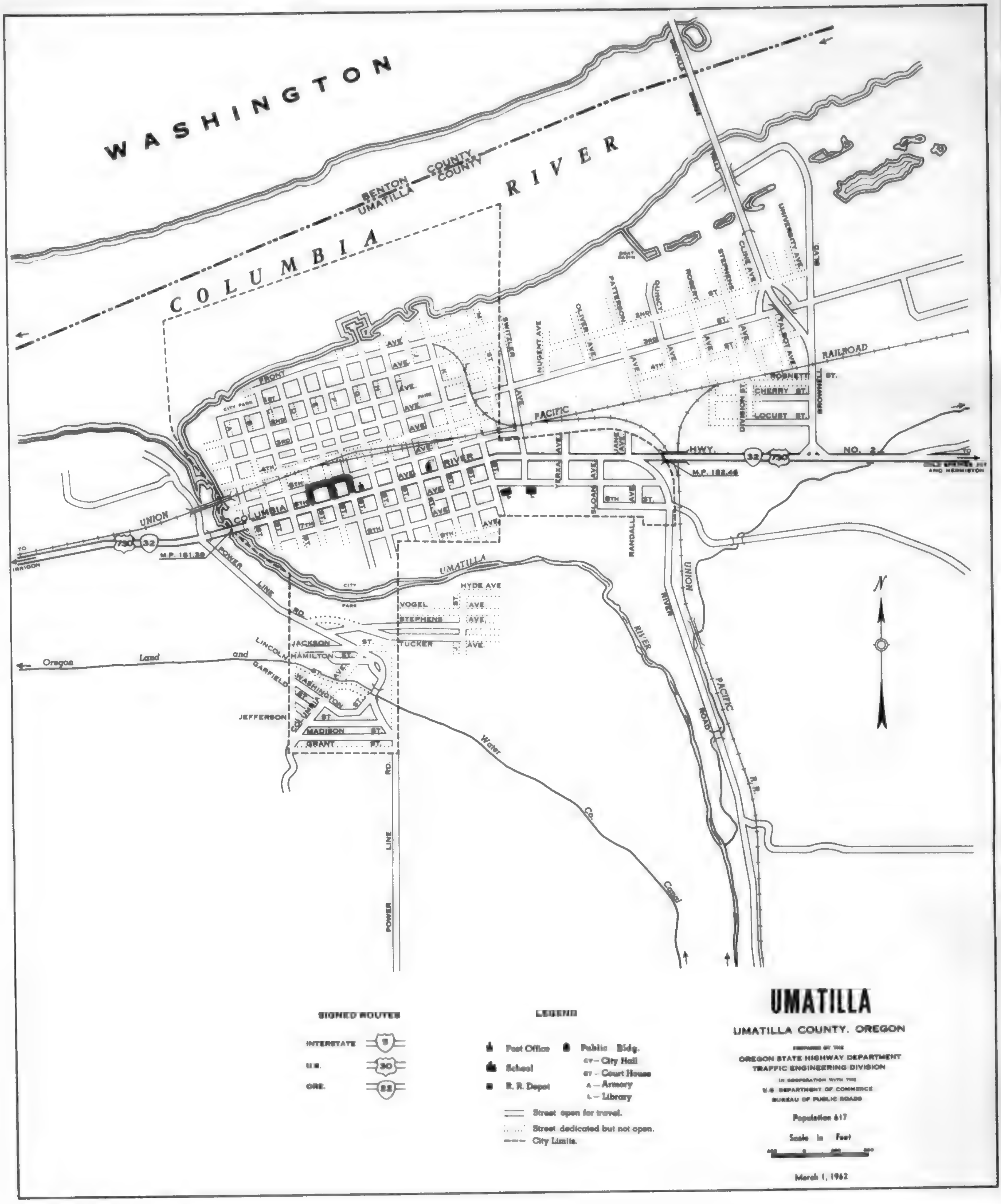
Please indicate site for disposal of excess excavated material: ___

General remarks: ___

By ___ Mayor

By Billie J. Ross City Recorder or City Manager

By ___ City Engineer


WASHINGTON
COLUMBIA RIVER
BENTON COUNTY
UMATILLA COUNTY
UNION PACIFIC RAILROAD
HWY. 32 730 NO. 2
M.P. 182.46
M.P. 181.38
TO IRRIGON
TO COLD SPRINGS JCT. AND HERMISTON
UMATILLA RIVER
UNION PACIFIC R.R.
RIVER ROAD
POWER LINE RD
Oregon Land and Water Co. Canal
CITY PARK
BOAT BASIN
FRONT
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
SWITZLER AVE
NUGENT AVE
OLIVER AVE
PATTERSON
QUINCY
ROBERT ST.
STEPHENS
CLINE AVE
UNIVERSITY AVE
TALBOT AVE
BROWNELL
DIVISION ST.
ROBNETT ST.
CHERRY ST.
LOCUST ST.
YERXA AVE
JANE AVE
SLOAN AVE
RANDALL
HYDE AVE
VOGEL ST.
STEPHENS AVE
TUCKER AVE
JACKSON ST.
HAMILTON ST.
LINCOLN
GARFIELD
WASHINGTON ST.
JEFFERSON
COLUMBIA
MADISON ST.
GRANT ST.
N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Scale in Feet

UMATILLA

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 617

March 1, 1962

RECEIVED
JUN 22 1967
ENGINEER
COUNTY & CITY DIVISION

6-19-67

NOTED
RICHARD UNREIN

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of UMATILLA is an incorporated city of the State of Oregon and has a population of 641 as given by the latest official census; and

WHEREAS, the following streets of said city,

D, E, and F Streets between Fifth and Sixth Streets and

Fifth Street between D and F Streets

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of UMATILLA does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. L. Draper, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19th day of June, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

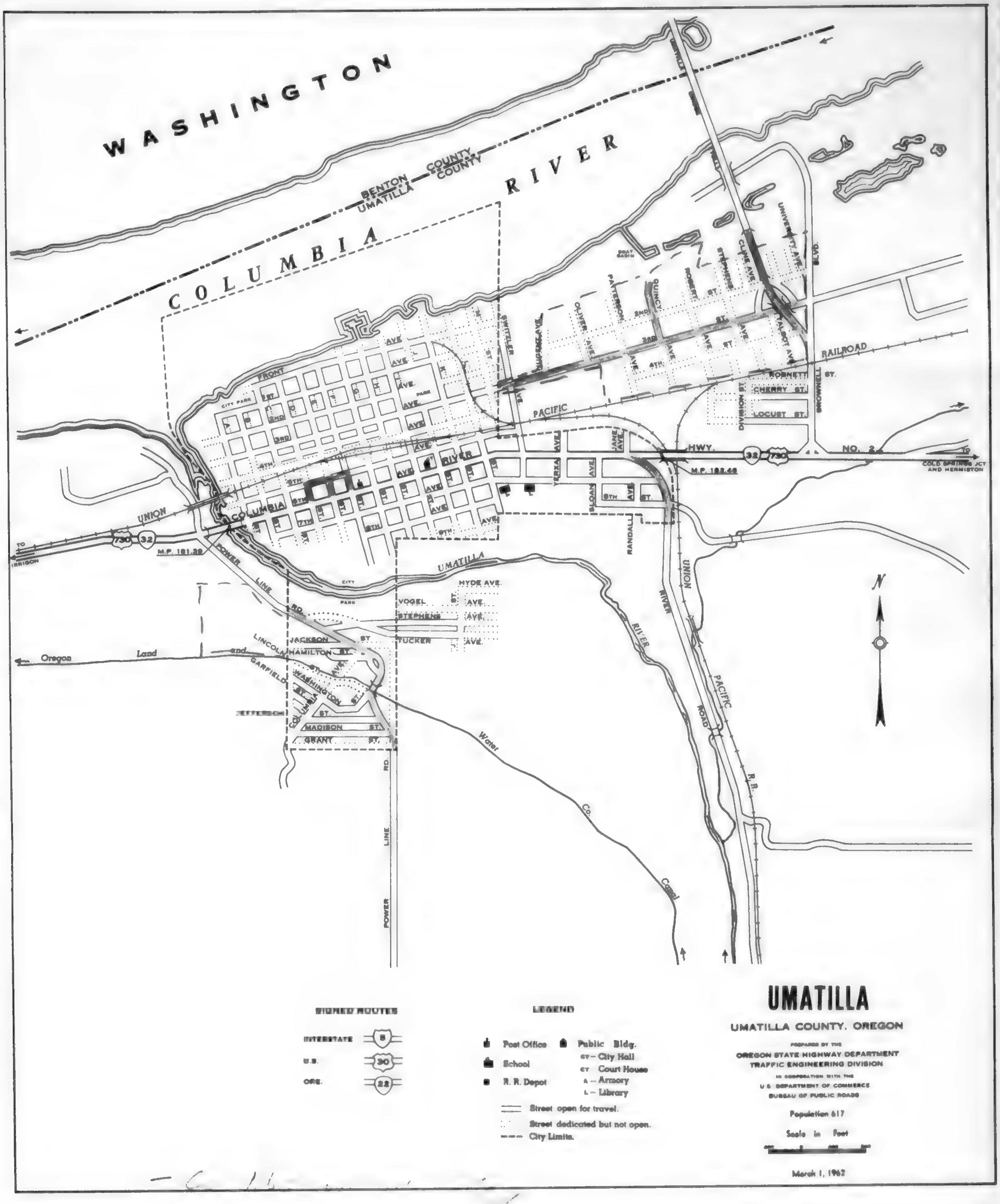
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of UMATILLA at a regular or special meeting of said Council, held on the 19th day of June, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19th day of June, 1967.

Billie J. Ross
Billie J. Ross City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



WASHINGTON
COLUMBIA RIVER
BENTON COUNTY
UMATILLA COUNTY
UMATILLA RIVER
CITY PARK
FRONT ST.
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
AVE.
RAILROAD
PACIFIC
UNION
ROBNETT ST.
CHERRY ST.
LOCUST ST.
BROWNELL
DIVISION ST.
SWITZLER
OLIVER AVE.
PATTERSON
QUINCY
ROBERT ST.
STEPHENS
CLINE AVE.
TALBOT AVE.
UNIVERSITY AVE.
BLVD.
BOAT BASIN
HWY. 32 730 NO. 2
TO COLD SPRINGS JCT. AND HERMISTON
M.P. 182.46
M.P. 181.39
TO IRRIGON
730
32
VERZA AVE.
SLOAN AVE.
JANE AVE.
RANDALL
COLUMBIA
POWER LINE RD.
HYDE AVE.
VOGEL AVE.
STEPHENS AVE.
TUCKER AVE.
JACKSON ST.
HAMILTON ST.
LINCOLN
GARFIELD
WASHINGTON ST.
JEFFERSON
COLUMBIA
MADISON ST.
GRANT ST.
Oregon Land and Water Co. Canal
UNION PACIFIC R.R.
RIVER ROAD
N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
Public Bldg.
School
CY – City Hall
R. R. Depot
CT Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

UMATILLA

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 617

Scale in Feet

March 1, 1962

S-508(3) Butner Rd.-Jenkins Rd. (145th 1968
Ave.) Sec., of FAS-630, NW of
#7165 Beaverton (Grad. & Pav.)

MP
3570

STATE COPY

Monthly transaction number 7-37	F PR-2A (. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
Modification number 2	(PPM 21-7) 7-17-70	Project number SU-508 (3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 198,806.00	$ 203,451.11
Federal funds	$ 126,000.00	$ 129,293.18
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of July, 19 70.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Oregon State Highway Division
(Official name of Highway Department)

By ______________________

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

By Backlund
(Division Engineer)

For: R. E. Simpson

STATE COPY

Monthly transaction number 10-31	F PR-2A (R 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
Modification number 1	(PPM 21-7) -16-69	Project number SU-508(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 174,961	$ 198,806
Federal funds	$ 111,100.00	$ 126,000.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By W Klabo

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Department

Federal Aid
Project No. SU-508(3)

BUTNER ROAD-JENKINS ROAD SECTION OF FAS 630 (COUNTY RD.) IN WASHINGTON COUNTY

Revised Project agreement estimate.

Salem, Oregon, October 7, 1969

Type Code 6204
Roadway (Sta. 41+00 to 74+00) (Contract No. 7165)

Subtotal on previous estimate of August 22, 1968 $159,055.50

Previous estimate

General Excavation, Unclass.	20,300 cu. yd.	0.60	12,180.00
Trench Excavation	480 cu. yd.	3.00	1,440.00
Class B Asphalt Concrete	4,200 ton	6.55	27,510.00
			41,130.00

Present estimate

General Excavation, Unclass.	26,275 cu. yd.	0.60	15,765.00
Trench Excavation	1,298 cu. yd.	3.00	3,894.00
Class B Asphalt Concrete	4,988 ton	6.55	32,671.40
P.A. 1 Furnish and Place Uncrushed Quarry Rock	801 cu. yd.	2.35	1,882.35
P.A. 2 Furnish & Place 24-inch 16 Gage Steel Culvert Pipe	80 lin. ft.	8.50	680.00
P.A. 3 General Excavation, Unclass.	401 cu. yd.	1.50	601.50
P.A. 3 Lime Treated Sub-Grade	324 sq. yd.	0.235	76.14
P.A. 3 Lime for Treated Sub-Grade	3.64 ton	25.15	91.55
P.A. 3 Stone Base	864.21 ton	2.85	2,463.00
P.A. 3 Cement Treated Base	209 ton	3.00	627.00
P.A. 3 Portland Cement in Cement Treated Base	9.49 ton	35.00	332.15
P.A. 3 Class B Asphalt Concrete	511.32 ton	6.55	3,349.15
P.A. 3 3/4" -0 Material in Stone Leveling	127 ton	2.95	374.65
			62,807.89
		Increase	21,677.89

Subtotal	$180,733.39
10% Engr. & Cont.	18,072.61
Total	$198,806.00

Length of Project - - - 0.625 mile
Cost of Roadway per Mile - - - $318,089.60

Federal Funds	$126,000.00
State Funds	36,403.00
County Funds	36,403.00
	$198,806.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 534-1043 Grp. 1

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-35

PROJECT REPORT NO. 4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE Oregon

COUNTY Washington

PROJECT NO. SU-508(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Butner Road-Jenkins Road Section of FAS 630 (County Rd.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	0.625
OTHER (Specify)		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 174,961

FEDERAL FUNDS $ 111,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By G. Klobe

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By S. L. Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer August 29, 1968

Oregon State Highway Department

Federal-Aid
Project No. SU-508(3)

BUTNER ROAD-JENKINS ROAD SECTION OF
FAS 630 (COUNTY RD.) IN WASHINGTON COUNTY

Project agreement estimate.

Salem, Oregon, August 22, 1968

Type Code 6204
Roadway (Sta. 41+00 to Sta. 74+00)(Contract No. 7165)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Clearing and Grubbing	All Required		5,000.00
Ditch Excavation, Unclassified	20 cu.yd.	$ 3.00	60.00
General Excavation, Unclassified	20,300 cu.yd.	0.60	12,180.00
Overhaul	142,300 yd.sta.	0.01	1,423.00
Finishing Roadbed and Slopes	0.69 mi.	3,000.00	2,070.00
Trench Excavation	480 cu.yd.	3.00	1,440.00
Special Backfill in Drains	45 cu.yd.	7.00	315.00
Watering	220 M-gal.	4.00	880.00
Lime Treated Subgrade	27,400 sq.yd.	0.235	6,439.00
Lime for Treated Subgrade	300 ton	25.15	7,545.00
Stone Base	6,940 ton	2.85	19,779.00
Cement Treated Base Mixture	7,200 ton	3.00	21,600.00
Portland Cement in CTB Mixture	320 ton	35.00	11,200.00
RS-1 Asphalt in Seal	18 ton	100.00	1,800.00
Class B Asphalt Concrete	4,200 ton	6.55	27,510.00
Class A Concrete	260 cu.yd.	60.00	15,600.00
Reinforcement	37,000 lb.	0.20	7,400.00
18-inch Cluvert Pipe	470 lin.ft.	7.00	3,290.00
24-inch Culvert Pipe	22 lin.ft.	12.00	264.00
6-inch Drain Pipe	350 lin.ft.	2.00	700.00
Salvaging and re-laying pipe	100 lin.ft.	6.00	600.00
Concrete Inlets, Type D	1 only	150.00	150.00
Extra for A.C. Concrete Approaches	6 only	40.00	240.00
Guide Posts, W-1	25 only	7.50	187.50
Guide Posts, Y-1	50 only	7.50	375.00
Type 2 Guard Rail	440 lin.ft.	3.55	1,562.00
Guard Rail Anchors	2 only	220.00	440.00
Roadside Seeding	6 acre	95.00	570.00
Roadside Mulching	6 acre	176.00	1,056.00
Grass Seed, Mixture	200 lb.	1.00	200.00
Inorganic Fertilizer, 22-16-8	30 cwt.	6.00	180.00
			$153,555.50

Flagging (60% of Contractors Cost)	All Required	$ 2,000.00
Signing (S.F.)	All Required	3,500.00
		$ 5,500.00
	Subtotal	$159,055.50
	10% Engr. & Cont.	15,905.50
	Total	$174,961.00

Length of Project - - - - - - - - - 0.625
Cost of Roadway per mile - - - $279,937.60

Federal Funds - - - - - - - - - - - -	$111,100.00
State Funds - - - - - - - - - - - -	31,930.50
County Funds - - - - - - - - - - - -	31,930.50
Total	$174,961.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 534-1043 Group - 1

[illegible]
DEC 1 - 1969
FOR FILING

S-508(3)
7165

November 28, 1969

Rathbone, King & Seeley
310 S.W. 4th Street
Portland, Oregon 97204

Gentlemen:

A post-final payment for $2,100 will be made to Cascade Construction Company, Inc., on Contract No. 7165 for grading and paving on the Butner Road-Jenkins Road Section of FAS 630 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $174,434.87 including the post-final payment. Of the total, $1,313.06 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Cascade Constr. Co., Inc.
Foot of S.W. Abernathy Street
Portland, Oregon 97201

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
A. E. Johnson

C

RECEIVED
DEC 8 - 1969
FOR FILING

#21

S-508(3)
7165

November 26, 1969

Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, granted your request for an extension of 21 days, without assessment of liquidated damages, on Contract No. 7165 for grading and paving the Butner Road-Jenkins Road Section of FAS 630 in Washington County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn
cc F. D. Morgan
V. E. Skoog
L. W. Rulien
Lowell Johnston

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1969

SUBJECT: Butner Road-Jenkins Road Section
Contract No. 7165

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

You ask for further information regarding the effect of the bid item overruns such as General Excavation on the contract time. Under date of November 10, I recommended, in effect, that 12 days, the liquidated damages, could be attributed to bid item overruns.

I find that the excavation activity for the week ending September 28 is pertinent. During this week, only 3,000 yards of excavation was performed. During this week some of the excavation was done by dragline removing unsuitable material which was wasted. Some of this occurred from Station 52 to 55 which was in an embankment area. I understand the contractor was agreeable to doing this work at only General Excavation price but we do not have this documented. (There was no Embankment Foundation Excavation bid item.) General Excavation price was 60 cents per cubic yard.

The project records show that a majority of the excavation work for this one week was in these unanticipated unsuitable areas. If the 3,000 yards production during this week were used as a guide, the 6,000 yard overrun would be worth two weeks time. I believe that would be high but that something like 10 days would be reasonable. At least 2 days would be reasonable for the 400 foot overrun in perforated pipe.

On the above basis, the 12 days for quantity overruns is accounted for.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

NOTE
F. B. KLABO

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7165 Contractor Cascade Construction Co., Inc.

Highway FAS - 630 (S.W. 145th Ave.)

Section Butner Road - Jenkins Road

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **~~DENIED or~~ GRANTED**. The reasons for such recommendation are as follows:

Recommend 21 days for overruns in bid items and the late addition of left turn refuges at Jenkins Road.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Jos Klaboe
Assistant State Highway Engineer

Contract No. 7165
Project designation S-508 (3) Federal
State-Federal
Date awarded August 16, 1968
Work started August 16, 1968
Per cent completed 100% 7-30-69
Date
No. of Workdays Allowed 95
No. of Workdays Used 116
No. of Added Workdays Requested 21

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 29, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 95 days to 116 days, within which to complete our Contract No. 7165, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Butner Road - Jenkins Road

(1) Ground water conditions on site were two feet above ditch line in mid-July
(2) Work day count began on May 19 - we feel this was approximately 30 days early considering ground conditions.
(3) Heavy clay soil + high moisture content made it difficult to finish and lime stabilize subgrade
(4) Cascade Construction Company performed extra work on the project as follows: a. lowered grade & removed unstable material resulting in extra excavation & increase in rock quantities b. widened roadway North & South of Jenkins Road on SW 145th Ave. to provide for left turn lanes. This work was performed at the unit price bid even though it was much more time consuming.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY
Contractor

By

CONSENT OF SURETY

Date 9/2, 1969

We, Peerless Insurance Company of Keene N.H., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Hugh V. Lacey Jr.
Attorney-in-fact

(SEAL)

Hugh V. Lacey Jr.
Resident Agent

FORM E-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1969

SUBJECT: Request for Extension of Time
Butner Road-Jenkins Road Section
Contract 7165

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Cascade Construction Company requests a 21 day time extension because of wet ground conditions and extra work added to the project for the left turn refuges at the Jenkins Road intersection. This contract was awarded August 16, 1968 and 95 calendar workdays were allowed.

The heavy rains in August aggravated an already high water table situation so that grading was not completed in the fall of 1968. When it became apparent that grading work could not continue late in the fall and that the project could not be completed that season, a stop work order was issued effective October 9 and was in effect until May 19 of the next year. Attached is a chart showing pertinent dates and job progress. The project was completed July 30 with 21 days liquidated damages accrued at the rate of $100 per day or $2,100.

We would not agree that the weather or the natural ground conditions as su~~bject~~ch would justify extension. However, in overcoming these factors, we did have some overruns of contract quantities which were significant and which justify some time extension. General Excavation overran 29 percent (approximately 6,000 yards) when it was necessary to excavate and waste considerable unsuitable material and then borrow better material to construct the roadbed. Six-inch perforated drain pipe overran 119 percent (419 feet) with similar overruns of trench excavation and special backfill in overcoming some of the excess subgrade water conditions.

At a late stage in the project, Washington County requested that the left-turn refuges at Jenkins Road be added. This price agreement was negotiated in June and the workdays allowed expired July 9. This was a significant addition and involved clearing, some grading, 1,000 tons of base rock, C.T.B. and A. C. paving. The Resident Engineer attributes 9 days of the excess time to just this price agreement.

We believe the other overruns of regular contract items justify the remaining 12 days and therefore recommend 21 days time extension which will eliminate all liquidated damages. This is a FASC project and does not require specific Bureau of Public Roads approval. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

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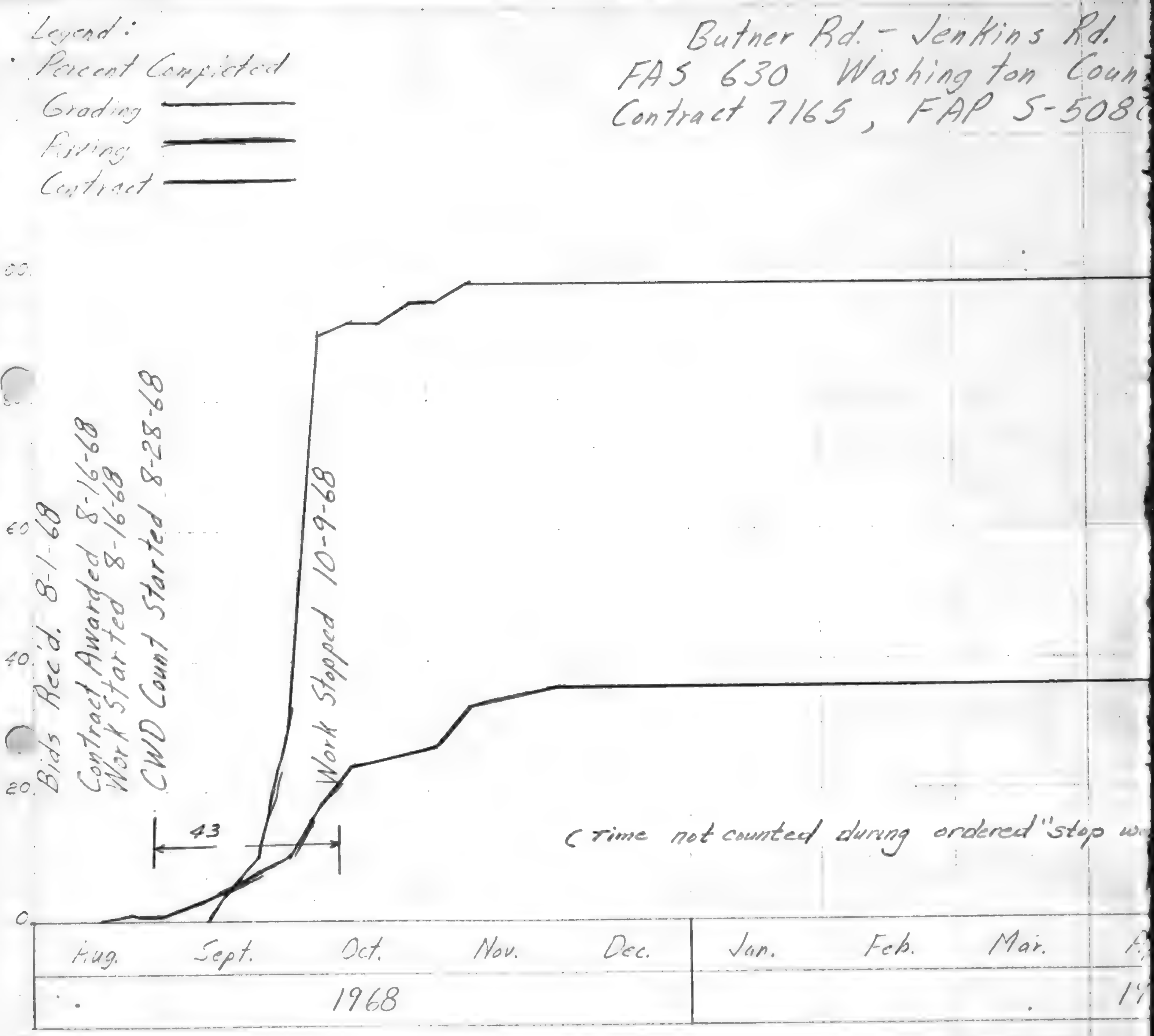
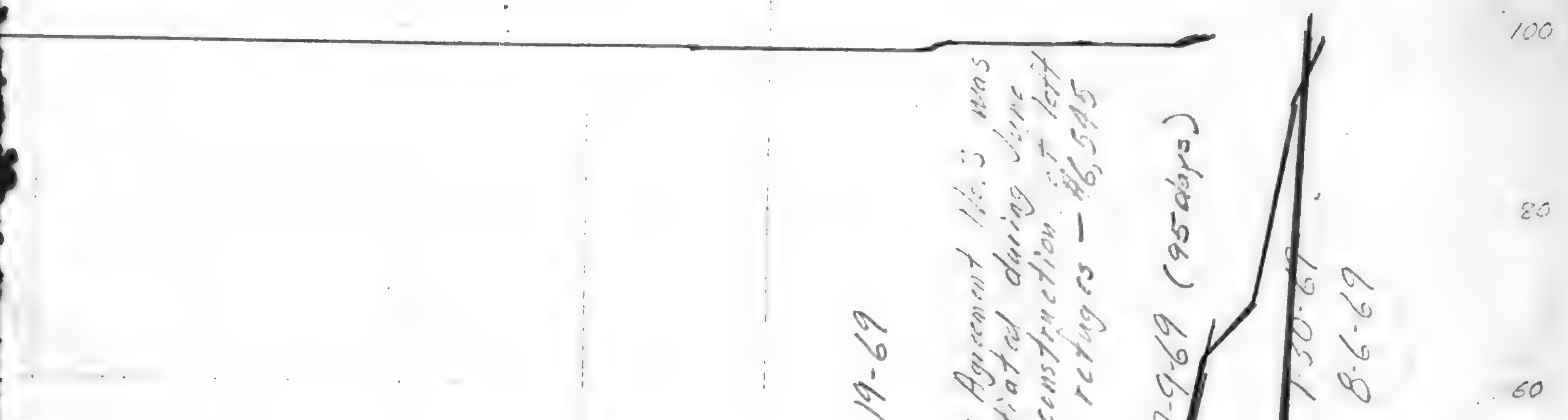
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER



Butner Rd. - Jenkins Rd.
FAS 630 Washington Coun
Contract 7165, FAP S-508

Butner Rd. - Jenkins Rd.
AS 630 Washington County
tract 7165, FAP 5-508(3)

Specified Comp.: 95 CWD
Days Used: 116 CWD



RECEIVED
NOV 17 1969
FOR FILE:
S-508(3)
7165

November 13, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 21
November 18, 1969 meeting

Cascade Construction Company, contractor on the Butner Road-Jenkins Road Section of Federal-aid Secondary 630 (S.W. 145th Avenue) in Washington County, Contract No. 7165, has requested a 21-day time extension because of wet ground conditions and extra work added to the project.

Wet ground conditions as such would not be a valid reason for extension. However, some significant overruns of contract items were necessary in order to overcome unstable ground conditions. General Excavation overran 29 percent because it was necessary to waste unsuitable material and replace it with better quality borrow. A 10-day extension is justified for this extra work. Perforated Drain Pipe overran 119 percent with related overruns of Trench Excavation and Special Backfill in order to provide better drainage of subgrade. Two days are justified for this extra work. At a very late stage of the project, the County requested that left-turn refuges be added at the Jenkins Road intersection at the southerly end of the project. This was done by Price Agreement and required added quantities of base materials and paving. Nine days are justified here for a total for all reasons of 21 days.

I, therefore, recommend a 21-day time extension due to the quantity overruns and added work. This will delete all the liquidated damages which amount to $2,100. This is a Federal-aid Secondary project and does not require specific approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. W. Rulien

JAB:fw sr

[illegible]
OCT 10 1969
FOR FILING

S-508(3)
7165

October 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1969, on Contract No. 7165. The contract was with Cascade Construction Company, Inc., and was for grading and paving on the Butner Road-Jenkins Road Section of FAS 630 in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 10, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
L. W. Rulien

srb nr

RECEIVED
OCT 10 1969
FOR FILING
S-508(3)
7165

October 10, 1969

Rathbone, King & Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

Contract No. 7165 awarded to Cascade Construction Company, Inc., for grading and paving the Butner Road-Jenkins Road Section of FAS 630 in Washington County was completed on July 30, 1969, and accepted by the Highway Commission on October 10, 1969.

Final payment in the amount of $7,677.81 will be released to the contractor after October 17, 1969. The total contract amount is $172,334.87 including $1,313.06 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

L. W. Rulien
Frank Morgan
V. E. Skoog
Attn: John Herr

S-508(3)
7165

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Butner Rd. - Jenkins Rd.

WEEK ENDING: Aug. 22, 1969

SECTION PREFIX: 534-1043

HIGHWAY: FAS - 630

COUNTY: Washington

NAME OF JOB: Butner Rd. - Jenkins Rd.

KIND OF WORK: Grading & Paving

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: 7165

FEDERAL AID PROJECT NUMBER: S-508 (3)

DATE OF CONTRACT: Aug. 16, 1968

DATE WORK STARTED: Aug. 16, 1968

ESTIMATED COMPLETION DATE: July 30, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS -----

WORK DAYS USED -----

SPECIFIED CALENDAR DAYS 95

CALENDAR DAYS USED 116

SPECIFIED COMPLETION DATE: End of 95 Calendar days

PERCENT OF TIME ELAPSED: 122%

PROJECT AUTHORIZATION: $ 198,262.30

EXCLUSIVE OF ENGINEERING: $ 179,262.30

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 175,934.38

ESTIMATED PERCENT [redacted] UNDERRUN -2.9 %

ENGINEERING AUTHORIZATION $ 19,000.00

ENGINEERING COST TO DATE $ 22,100.00

PERCENT OF AUTHORIZATION 116.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: July 30, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Lime Treated Sub Grade	C.T.B.	
100%	100%	100%	100%		100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.69	0.69	0.69	0.69	0.69
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED	0.69	0.69	0.69	0.69	0.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,300	6,940	27,400	7,200	4,200
TOTAL QUANTITIES CORRECTED TO DATE	26,275	6,923	26,717	6,965	4,988
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	26,275	6,923	26,717	6,965	4,988
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	R.C.B.C.						
PERCENT	100%						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	Fair	0		
MONDAY	18	Fair	0		
TUESDAY	19	Cloudy A.M.	0		
WEDNESDAY	20	Cloudy A.M.	0		
THURSDAY	21	Cloudy A.M.	0		
FRIDAY	22	Cloudy A.M.	0		
SATURDAY					

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 18	No Work Project Completed.
TUESDAY 19	" " "
WEDNESDAY 20	" " "
THURSDAY 21	" " "
FRIDAY 22	" " "
SATURDAY	

REMARKS

Project was completed 7-30-69 and final cleanup completed 8-5-69.

Semi-Final records was submitted to Division Office 8-22-69.

This will be the last weekly report submitted for this project.

SIGNED Lowell A. Johnston
Lowell A. Johnston

LOCATION 245 S.E. 2nd Ave.
Hillsboro 97125

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 23 1969

FOR FILING

S-508(3)

7165

June 20, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7165, the Butner Road-Jenkins Road grading and paving project on FAS 630 in Washington County, is anticipated. Cascade Construction Company, Inc. of Portland is the contractor. This is a Federal-aid Secondary County project for which the original authorization was $180,527.99. The present anticipated cost is $198,262.30, indicating an overrun of $17,734.31 or 9.82 percent.

The chief reason for this overrun is the construction of left-turn refuges at Jenkins Road. This work was added to the contract by Price Agreement at the request of Washington County and amounts to more than $6,500. Other items added to the contract by price agreement, plus overruns of some bid items, were required to control subsurface water and added $11,000 to the contract cost.

This request for additional authorization will be presented to you at the July 8 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. W. Rulien

JAB/DES:fw sr

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1969

SUBJECT: Overrun of Project Authorization
Butner Road-Jenkins Road Section
FAS 630
Contract No. 7165

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project, for grading and paving, is under contract to Cascade Construction Company, Inc. of Portland. The original project authorization was $180,527.99. The present anticipated cost is $198,262.30, indicating an overrun of $17,734.31 or 9.82 percent.

The major reason for this overrun is the construction of left turn refuges at Jenkins Road (at the south end of the project). This work was recently added to the contract by price agreement at the request of Washington County. The price agreement amounts to more than $6,500. Increased traffic at Jenkins Road makes this additional work necessary as a safety feature and is similar to the original contract plan at another intersection. Other unanticipated work added to the contract for quarry rock, drain pipe, striping and signing amounts to more than $3,300. Overruns in bid items required to control subsurface drainage caused an overrun of more than $7,700.

It is recommended that the project authorization be increased by $17,734.31. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
JUN 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB/DES:fw
Attachment
cc H. S. Cox
V. L. Gallagher

Form E-372 (Rev. 10-66)

5-502(3)
11-5

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Dutner Road - Jenkins Road Date June 12, 1969

Highway FAS - 630 Contract No. 7166

County Washington Kind of Work Grading & Paving Contractor Cascade Const. Co., Inc.

	Authorized	Estimated
Contract Amount	$ 153,555.50	$ 160,382.50
Anticipated Items	5,500.00	3,500.00
Contingency (4½%)	7,157.50	15,380.00
Engineering	14,314.99	19,000.00
Credits	———	———
PROJECT COST	180,527.99	198,262.50

NET INCREASE $ 17,734.51 + 9.82%

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-8-69

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount	Net Change
(C)	Bid Item - 3 Ditch Excavation	800 C.Y.	$ 600.00	+ $ 540.00
(C)	" " - 4 General Exc.	26,000 C.Y.	15,600.00	+ 5,400.00
(C)	" " - 7 Trench Exc.	1,300 C.Y.	5,900.00	+ 2,480.00
(C)	" " - 8 Special backfill in drains	140 C.Y.	980.00	+ 665.00
(C)	" " - 21 6" Drain Pipe	769 L.F.	1,538.00	+ 538.00
(C)	Algebraic total of minor Overruns & Underruns			- 1,096.50
			Total Contract	+ 6,826.50
(U)	P.A. # 1 Furnish & Place uncrushed quarry rock		1,854.15	
(U)	P.A. # 2 " " 24" 16 Gage C.M.P.		880.00	
(U)	P.A. # 3 Extra widening for Lt. turn lanes at Jenkins Rd. and 145 th Ave.		6,545.85	+ 15,380.00
(U)	S.F.O. #2 Painting Traffic lines and traffic markings		800.00	
(U)	Allowance for future Contingency		5,300.00	

Principal reasons for overruns (Continue on reverse side) Increase in Drain Pipe, Trench Exc., Ditch Exc., & Special backfill in drains due to sub-surface water. Increase in General Exc. due to unstable foundation material in roadbeds. Construction of Left turn lanes at Jenkins Road and 145 th Ave. Rock backfill for foundation of R.C.B.C.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Lowell A. Johnston
Lowell A. Johnston Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by
Asst. Division Engineer

Noted by
Assistant ~~Deputy~~ or State Highway Engineer

SP*23769-734

C

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FEB 25 1969
FOR FILES

S-508(3)

1165

February 25, 1969

Mr. Leland S. Errend, Supervisor
Drainage District No. 8
Washington County
13900 S.W. Far Vista
Beaverton, Oregon 97005

Dear Mr. Errend:

Since we received your February 10 letter, I understand that Highway Department personnel, as well as representatives from Washington County, have talked to you relative to the drainage problem you described.

I am told that a line of communication has been developed, and I hope that a better understanding and satisfactory conclusion can now be reached.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms lms
bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. W. Rulien
W. H. Tebeau

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 20, 1969

SUBJECT: FBK Assignment No. 2737
Drainage Problem
Butner Road-Jenkins Road
FAS 630, Washington County
Contract No. 7165

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

On Thursday, February 13, 1969, R. L. Lenz and I made a field observation to the distressed site, in an effort to rationalize the complaint set forth in a letter from Drainage District No. 8 (Washington County) to Mr. Forrest Cooper dated January 10, 1969. The Drainage District voiced concern with respect to the adequacy of the double 8' x 6' box culvert recently installed on the FAS 630 road improvement project. In addition to the field observation, we also communicated with Lowell Johnston and Enrique Rodriquez, resident engineers on the project, who furnished us pertinent data in the form of photographs taken during the flooding and cross sections taken on the ground.

The following conclusions were drawn as a result of the field observations:

(1) The effective waterway area (96 ft^2) of the new double box culvert is greater than the combined waterway area (83 ft^2) of the existing structures (Cedar Mill Creek and Johnson Creek) on Walker Road. The new box takes the combined flows of these two creeks.

(2) A constriction in the channel does exist, and in analyzing the information gathered on the field observation, it is my feeling that the new box culvert is not at fault. Downstream from the culvert, the natural channel is overgrown with vegetation besides not having capacity enough to handle the anticipated flows through the culvert; these conditions will definitely affect the operation of the culvert. Channel improvement for some distance downstream from the box culvert can alleviate this condition significantly.

At this point, I might mention that the double box culvert was originally conceived during field location, and subsequently checked by us using the 1955 flood as the basis--this particular flood was the largest in this area in the memory of the natives. With a flood of that magnitude, the culvert was found to be sufficient in size.

When the construction is completed and the scars removed, I do not anticipate any problems with the box culvert. Steps, however, should be taken to initiate some channel improvement downstream to assure proper operation of the culvert.

L. H. Young
Program and Planning Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:ia

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8411

[illegible] - Jenkins Rd
FAS 650
[illegible]

DRAINAGE DISTRICT NO. 8
Washington County Oregon
13900 S. W. Far Vista
Beaverton, Oregon 97005

February 10, 1969

REFERRED TO

State of Oregon
Highway Department
Salem 10, Oregon

Letter Expedite Report

Attention: Mr. Forrest Cooper, State Highway Engineer

Gentlemen:

Recently you completed a bridge in Cedar Mill Creek between Jenkins Road and Walker Road near Beaverton, Oregon. This work was done without and discussion or approval of Drainage District No. 8.

This project is in the boundaries of Drainage District No. 8, Washington County, Oregon which was organized in 1913 and is in existence under ORS Chapter 547.

The supervisors of Drainage District No. 8 Have requested that this letter be written to advise you and all others interested that the supervisors feel there are serious problems being caused by the construction of the above mentioned bridge.

On December 10, 1968 and several times thereafter the bridge has been completely under water and we have pictures in which the bridge cannot even be seen. This has happened after only moderate to heavy rainfall and no unusual weather conditions for this area.

In view of the above we feel that the bridge is both too small and is placed too low in the ground. Immediately after the structure was under water the first time we received numerous complaints from residents of this area and we phoned Mr. Rodriguez, the resident bridge engineer at Beaverton, Oregon and he advised he would look into this and to this date we have not heard from anyone from your department.

This creek has been deepened and leveled by us with the cooperation of local residents, the Federal government and numerous others. At the point where the bridge is located the ground is higher than much of the area upstream because the main chanel has been excavated to drain low lying areas. We feel that when you put a road over the bridge it will cause a dike or dam and will flood the whole area above the bridge or between Walker Road and the Sunset Highway.

Also the bridge is backing the stream up at all times causing a hazard to small children and also causes the water to be stagnant. Drainage District No. 8 also has the irrevocable right to trespass on any area in the boundaries of the district to keep the ditches in proper operating condition and we have never been advised by your department, what if any provisions have been made for us to operate equipment near your structure to perform our necessary work.

During construction of the bridge one of our supervisors talked to the people building the bridge and advised them that it did not appear to be adequate to handle the flow of water that sometimes has to go through and he was told to mind his own business and that it was certainly adequate.

To sum up the position of Drainage District No. 8 we wish to cooperate in every way possible with you but before we did considerable work at our own expense and time there was considerable flooding in this area and some

[illegible]

homes had two feet of water in them and we cannot let this happen again because of an engineering mistake or an error in judgement by someone.

It is a violation of Oregon Law to impede, to change the flow, or in anyway obstruct the natural runoff of water in a Drainage District and we trust that you will contact us at once so that no further action on our part will be necessary.

Numerous residents have advised us that if necessary they will take legal action to protect their property and you can no doubt realize that the supervisors of Drainage District No. 8 have a duty and responsibility to discharge.

Again we wish to advise that we wish to cooperate in every way possible but if we are not contacted at once by someone from your department to resolve this problem and to explain how you intend to alleviate the damming of water upon completion of your road we will be forced to turn this problem over to our attorney and instruct him to first, stop any further construction on the project, and second to have the bridge removed from Cedar Mill Creek.

If it is your intention to discuss this with us please contact the writer so that I can make arrangements to have our supervisors meet with you.

If we have not heard from your department by February 28, 1969 we will assume that this will be a legal problem and advise our attorney to procedd with whatever action he thinks is necessary to protect our interests.

Very truly yours,

DRAINAGE DISTRICT NO. 8

Leland S. Errend, Supervisor.

CC TO: State of Oregon
Highway Department
Division Engineer
9200 S. E. McLoughlin Boulevard
Milwaukie, Oregon

State of Oregon
Highway Department
Resident Bridge Engineer
17175 S. W. Tualatin Valley Highway
Beaverton, Oregon

County Commissioners
Washington County
Washington County Courthouse
Hillsboro, Oregon

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FEB 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

MEMO TO FILES
February 21, 1969

Monday, February 17, Larry Rulien, Bill Tebeau, and the writer met with Ken Meng and John Crocket regarding the double 8X6 box that has been constructed across Cedar Mill Creek on FAS 630, Jenkin Road-Walker Road Section.

It appears that drainage district #8, by and through Mr. Errend, is protesting this installation, alleging that it is inadequate in size.

Tebeau and Rulien explained the results of their individual field studies of the problem, explaining to Mr. Meng and Mr. Crocket that in State's opinion the structure was adequate for the drainage involved; but that the State would go along with Washington County in whatever way they desired. It seemed to be the consensus of opinion that the problem was in the channel, and to correct the channel would involve cleaning and lowering the grade of the channel for approximately 1800 feet. An estimate of cost had been prepared by Mr. Lowell Johnston and this estimate was given to Mr. Meng.

County officials have already contacted SPRR regarding channel cleaning, but nothing definite has been determined.

It was decided that Washington County will contact Mr. Errend of drainage district #8, SPRR, and any other property owners that might be involved and endeavor to reach mutual agreement on the solving of this problem as well as determining financial responsibility for the work involved.

Rulien, Tebeau, and Cox then contacted Mr. Errend (Conway? Motors, Forest Grove) and not only explained the situation but listened to his complaints. Relations between Washington County and the district are not all that might be desired, and I am sure that Mr. Errend now feels better in that someone did listen to their side and offered very little advice. I left my card with Mr. Errend and asked him to advise if the trolley got off the track. Mr. Errend was advised that he would be contacted by Washington County regarding this drainage problem.

While in the Washington County meeting, the County presented data on 72nd Avenue for placement on the FAS system. A job application for an FAS-C project should be forthcoming soon. Construction will probably be in 1970.

Ken Meng stated that the County will want at least some of the State property (near Rogers quarry) on proposed extension of 145th.

[illegible]

H. S. Cox
County and City Engineer

HSC:mm

cc: R. L. Porter ✓
F. B. Klaboe
W. H. Tebeau
L. W. Rulien

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FEB 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1969
FOR FILING
S-502(3)
7165

Salem, Oregon
February 20, 1969

FBK Assignment No. 2737
Drainage Problem
Butner Road-Jenkins Road
FAS 630, Washington County
Contract No. 7165

Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

On Thursday, February 13, 1969, R. L. Lenz and I made a field observation to the distressed site, in an effort to rationalize the complaint set forth in a letter from Drainage District No. 8 (Washington County) to Mr. Forrest Cooper dated January 10, 1969. The Drainage District voiced concern with respect to the adequacy of the double 8' x 6' box culvert recently installed on the FAS 630 road improvement project. In addition to the field observation, we also communicated with Lowell Johnston and Enrique Rodriquez, resident engineers on the project, who furnished us pertinent data in the form of photographs taken during the flooding and cross sections taken on the ground.

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When the construction is completed and the scars removed, I do not anticipate any problems with the box culvert. Steps, however, should be taken to initiate some channel improvement downstream to assure proper operation of the culvert.

L. H. Young
Program and Planning Engineer

By

W. H. Tebeau
Preliminary Studies Engineer

WHT:la

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SEP 25 1968
FOR FILING

S-508(3)

7165

August 16, 1968

Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for grading and paving on the Butner Road-Jenkins Road section of FAS 630 in Washington County for the sum of $153,555.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Washington County is received and the sum of $36,100.00 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7165. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 28, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
R. D. Asburry
James Cochell
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 1 - 1968

S-508(3)

.7165

August 1, 1968

MISC. CONTRACTS and
AGREEMENTS No. 5570

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: Mr. Roger Thomssen
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the Butner Road-Jenkins Road Section of 145th Avenue (FAS 630).

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. H. S. Cox
(conformed copy)

7-2-68

Young

710.13

MONTHLY TRANSACTION NO.: 7-4

PR-48
10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 7-2-68
BY (Signature) MR. YOUNG'S JUNE 25, 1968 LETTER	
TITLE	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

1* NOS. ______ THRU ______

STAGE 2 ITEM NOS. 996 THRU ______

PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
SU-508(3)	0.69	$200,000	$120,000	BUTNER ROAD-JENKINS ROAD (145TH AVE) SECTION	GRADE, DRAIN, HIGH TYPE PAVE

NOTED
F. B. KLABOE

REFERRED TO
Young 7-10-68
By Asst State Hwy. Engr

S (Division)

RECEIVED
JUL 10 1968
FOR FILING

S-508
7165

OU ARE AUTHORI D TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION ROVIDED FOR BY E ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. YOU SUBSEQU FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN ANDARDS SE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MARCH 23, 1966, IS OFF E NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

OMMENDED AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	JULY 2, 1968	For ROBERT E. SIMPSON, DIVISION ENGINEER

and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 0.8 mi. N. of Beaverton N. 0.7 mi. 21 65	**ADT**	PRESENT 3,800	FUTURE 8,400 (66) (70)

YEAR
88
(71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Wash
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S FEDERAL-AID 63

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		Co. Rd. 0.8 mi. N. of Beaverton N. 0.7 mi. [Butner Road-Jenkins Road (145th Ave.) Section]			
5	6-25-68				**ROW**					
5					**CONST** (CODE)			0.69	200,000	120,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.69	200,000	120,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

ments c
of Octo

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

i. 68	ADT	PRESENT 3,800	FUTURE 8,400 (68) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 996 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 508 7	SEQ. NO. (3) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Washington			CODE 067 (14) (16)	PROGRAM STAGE	
ROUTE NO. S	FEDERAL-AID 630 (32)	STATE Co. Rd. (36)	U.S. (37) (41)	☐ 1 OR	☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK *(Full description)*
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(54) (58)	(59) (66)	(67) (76)			Grade, Drain, 2-12' lanes H. T. Pave. with 10' shldrs., 2 to 16' median. (Stage construction for future 4-12' lanes with 10' shldrs.)
0.69	200,000	120,000	40,000	40,000 (Co.)	ROW - 70' min.; Access Control - None; Parking Restrictions - None.
0.69	200,000	120,000	40,000	40,000 (Co.)	
	(16) (23)	(24) (33)			

REMARKS Relocation Assistance - None involved. Requirements of IM 50-2-65 and IM 21-12-67 submitted under our letter of October 20, 1967.

USCOMM DUSCOMM-DC 48905-P61

EXISTING FACILITIES:

Located line.

ADJACENT SECTIONS:

North End:	A 50' curbed county road, paved with A. C. pavement.
South End:	FAS 676

PROJECT DATA:

Grade, drain, base and pave a roadway with interchanges, speed change lanes, temporary connections and tapers. The roadway normally to have two 12' travel lanes, with 10' shoulders, and a 2' median. The roadway, median and shoulders to be paved full depth with A.C.

Right of Way	70' minimum
Access Control	none
RR Xing	none
Minimum Design Standards	no exceptions
System Action	completed
Public Hearing	none required
Unusual or Complicated Situations	The County is acquiring right of way sufficient for a 4-lane facility and when traffic warrants, the present construction will be widened to provide four 12' traffic lanes, two 10' shoulder areas, and a 2' median. The section will also be curbed.
Route Data	See S-508(1)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section BUTNER ROAD - JENKINS ROAD Highway F. A. S. 630 County Washington Prefix 534-1421

Res. Engr. ________ Approx. Length 0.7+ Miles. Sta. ________ to Sta. ________ Date 2-16-68

Truck A.D.T. 304 Traffic Coefficient 8.2 18 kip s.a. per day 80 (Automobiles not considered.)

Annual Precipitation 44"+ Frost Penetration - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	11.0	6.0	C.T.B.
	4.0	4.0	Cr. Base
	4.5	6.0	L.T.S.
26.5	26.5	19.5	

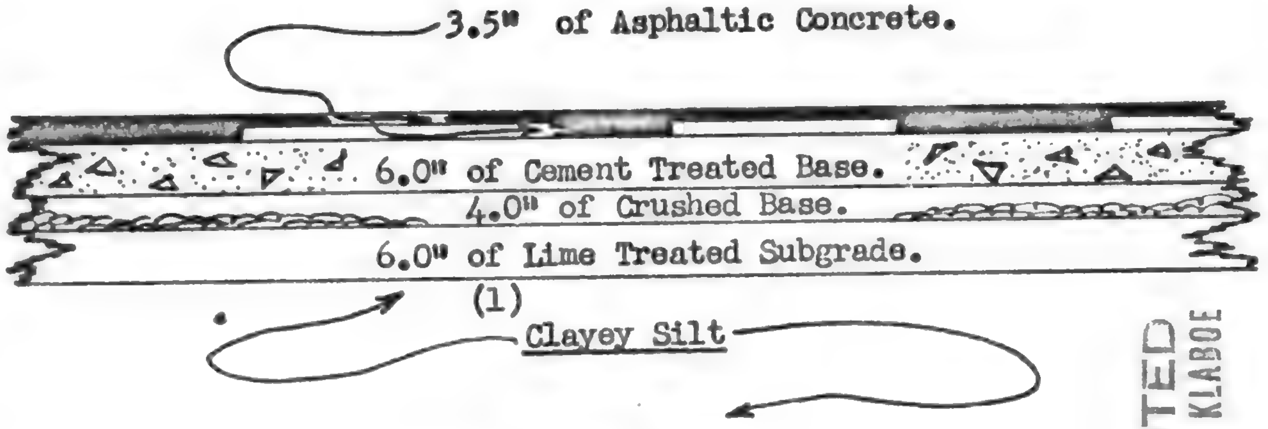
(1)
Typical Soil
25 LL
3 PI
100 %P 10
90 %P 200
0 %Gravel
2 %C Sand
8 %F Sand
70 %Silt
20 %Clay
9 "R" Value
([illegible])

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.


3.5" of Asphaltic Concrete.
6.0" of Cement Treated Base.
4.0" of Crushed Base.
6.0" of Lime Treated Subgrade.
(1)
Clayey Silt

See note on Page 2.

NOTED
F. B. KLABOE

2/16/68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by ________
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by ________
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

BUTNER ROAD - JENKINS ROAD
F. A. S. 630
Washington County

"OTHER ROADS"

T.C.	A.C. Wearing Surface	C.T.B.	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0-8.0	3.5"	- - -	2.0"	10.5"	6.0"	24.0"	19.0"
6.0-7.0	3.0"	- - -	2.0"	8.5"	6.0"	21.0"	19.5"
4.8-6.0	2.0"	- - -	2.0"	7.0"	6.0"	17.5"	17.0"
Cars Only	2.0"	- - -	2.0"	4.0"(min)	6.0"	13.0"	14.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Cement Treated Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

1.0" Lime Treated Subgrade = 0.75" Crushed Base

Note:
Material from the G. Baker Rock Products (considered representative of the rock in this area) has been tested with an addition of 5% Portland Cement and will produce C.T.B. of satisfactory strength and durability.

Tests of the subgrade soil indicate 5% lime creates a favorable reaction and would allow use in lieu of a portion of the crushed base.

TRAFFIC ANALYSIS

SECTION: BUTNER ROAD - JENKINS ROAD

HIGHWAY: F. A. S. 630

COUNTY: Washington

3800 Present ADT (1967)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	127	2.2	279	203	450	91,350
3	40	2.2	88	64	1000	64,000
4	3	2.2	7	5	1250	6,250
5	20	2.2	44	32	3180	101,760
6					2570	
				304	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 263,360

TWENTY YEAR EWL 5,267,200

TRAFFIC COEFFICIENT 8.2

SECTION: BUTNER ROAD - JENKINS ROAD

HIGHWAY: F. A. S. 630

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made — See Items 6 & 12.

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND
. Hill, Member
Helix

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OCT 24 1967
FOR

S-50113
7165

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Jenkins Road-Butner Road Section
S.W. 145th Avenue, FAS 630
Washington County

Dear Sir:

Attached are three copies of a portfolio containing documentation regarding the subject project with particular reference to Bureau of public Roads' IM 50-2-65 and IM 21-12-67.

You will note that the documentation as submitted complies with paragraph B-5 of IM 50-2-65. The attached portfolio also contains documentation showing evidence of review and comment by the Columbia Region Association of Governments in compliance with IM 21-12-67.

The Highway Department has developed and designed the proposed project in close cooperation with Washington County to conform to the County's zoning and land use development.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H S Cox
H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

RHP:sr
Att:
cc: F.B. Klaboe ✓
L.H.Young
L.E. George
R.H. Chase

RECEIVED
OCT 20 1967
OFFICE OF

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1967

SUBJECT: Urbanized Area Federal-Aid Projects

To:
H. S. Cox
County and City Engineer
Office

The following urbanized area Federal-Aid Project has been reviewed by this office and appears to comply with Paragraph "B" of the Bureau of Public Roads IM 50-2-65.

> S. W. 145th Avenue (FAS 630) between a point south of Butner Road at the south end of Murray Road to Jenkins Road, Washington County.

Documentation data are being submitted to you with regard to the above project. The documentation data should be forwarded to the Bureau of Public Roads when construction is programmed for the facility.

Please note item "A" in the Support Data which indicates the acceptance of the proposed project by the jurisdiction affected. Also note that the proposed project has been forwarded through the Columbia Region Association of Governments and their acceptance obtained. This is the first time CRAG's review has been included in such documentation.

L. E. George

L. E. George
Assistant Traffic Engineer

WDA:mp
Attachments

NOTED
R. H. PRANGE

RECEIVED
OCT 13 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

Type "B"

Support Data

S. W. 145th Avenue (FAS 630) between a point south of Butner Road at the south end of Murray Road and continuing southerly to Jenkins Road complies with the requirements of Paragraph "B" of IM 50-2-65 as indicated by the following data.

These data are assembled for the purpose of demonstrating the present and future arterial nature of this route, how it coincides with the arterial network of the general area and the future planning of the county planning agency and its board of commissioners, and for the purpose of securing approval for its construction.

A. The acceptance of the proposed improvement of this route by Washington County and the Columbia Region Association of Governments is indicated on the attached enclosures.

B. Transit improvements are not anticipated in the area served by this facility.

C. Construction of the proposed facility is compatible with the anticipated land use activities in the area affected. Attached is a map showing the future land use in the adjacent area. The map shows that most of the area served by the facility is used or zoned for residential development.

D. The designation of S. W. 145th Avenue as an arterial route was indicated by including it in the future test systems of the Portland-Vancouver Metropolitan Transportation Study. Results of the PVMTS Future Test Systems indicate that trip volumes assigned to the corridor served by S. W. 145th Avenue will justify the construction of this facility to arterial standards. Attached is a map showing 1985 ADTs, as well as existing 1965 ADTs on the recommended facility. The 1985 ADTs were based on the 1980 loading of the 35th Future Test System.

E. Terminal facilities for the S. W. 145th Avenue route have been studied and are adequate. If in the future additional terminal facilities are needed, they can be added without conflict with anticipated land uses.

Attachments

CR
AG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
424 S. W. MAIN STREET • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

October 3, 1967

Mr. Robert Royer
Assistant Planning Survey Engineer
State Highway Department, State of Oregon
Salem, Oregon

Dear Mr. Royer:

Pursuant to a letter written by Mr. Tom Edwards and forwarded to me on September 5, 1967, I am attaching a copy of a letter from the County Engineer of Washington County and a map prepared by said county's planning department.

I believe that the information contained in the attachment clarifies the existing thinking and planning for the Butner Road-Jenkins Road section project on 145th Avenue (FAS-630) in Washington County.

In the development of master transportation plans, CRAG will rely to a great extent on the zoning established by the local jurisdictions particularly, in this case, Washington County.

It would be our recommendation that you also accept the Washington County zoning particularly in the location of this project and design the road accordingly.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Secretary

HCC:jec
Attachment

Washington County Oregon

WILLIAM MASTERS, CHAIRMAN
CLAYTON NYBERG, COMMISSIONER
JOHN C. ANICKER, COMMISSIONER
ELDON HOUT, COMMISSIONER
BURTON C. WILSON JR., COMMISSIONER

A.A. GRAHAM
DIRECTOR OF PUBLIC WORKS

September 27, 1967

Mr. Homer Chandler, Executive Secretary
Columbia Region Association of Governments
424 S.W. Main Street
Portland, Oregon 97204

Subject: FAS Project Justification

Dear Mr. Chandler:

In accordance with your request, the Planning Department for Washington County has prepared a map indicating their present thinking on the development of the area adjacent to Washington County's FAS Project on FAS 630 (S.W. 145th Avenue, Jenkins-Murray Section). Said map is attached for your information.

S.W. 145th Avenue appears on the latest PVMTS Committed System as a portion of a "possible future extention to the plan". Washington County is also in the process of completing a Master Arterial Street Plan through the cooperation of the Public Works and Planning Departments. Said route also will appear on said plan as a committed arterial. S.W. 145th shows as part of a four-lane arterial ~~on the~~ City-County Joint Planning Department Study titled Neighborhood Plan published in the summer of 1967.

The Washington County Board of Commissioners has committed County Funds as well as their FAS Funds to the construction of the section from Jenkins to the south end of the existing Murray Road. The section between the TV Highway and Jenkins was also built as an FAS Project and was completed and opened this year. The Butner-Sunset Highway Section, including the interchange at the Sunset Highway is an existing two-lane road.

The County is now under contract to L.H. Cobb Construction Co. for the grading and rocking of the Allen-Beard section, and a contract for Asphaltic Concrete surfacing of this same section has been let. The Farmington-TV Highway section was completed several years ago and is now a four-lane facility. In addition, the Board of Commissioners has authorized a contract for the Beard Road-Old Scholls Ferry section to be constructed in the summer of 1968 again to two lanes for the present.

The Board of County Commissioners has also authorized a "P" line location for the Old Scholls Ferry-I-5 section of said facility. Finally, the County intends to apply in the future for an FAS Project to improve the section from Farmington to Allen.

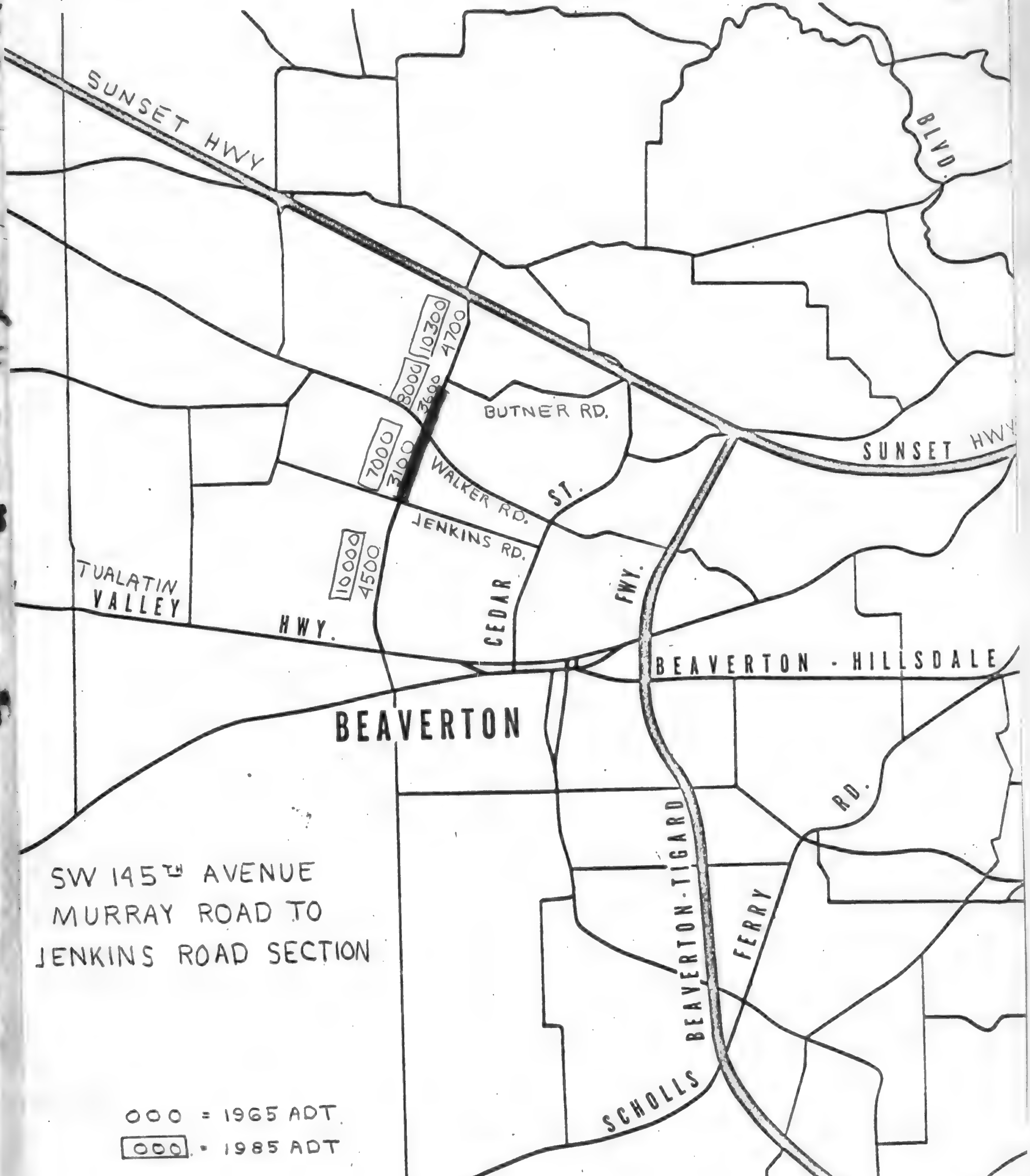
I believe the above information points out that Washington County Board of Commissioners feel that S.W. 145th will play an important part in Washington County's future by becoming a North-South four-lane arterial from the Sunset Highway to I-5, thus serving through traffic and the local areas. I trust this information will be of help to you in compiling your report as requested by the Oregon State Highway Department. Should you need any further information please contact me.

Very truly yours,

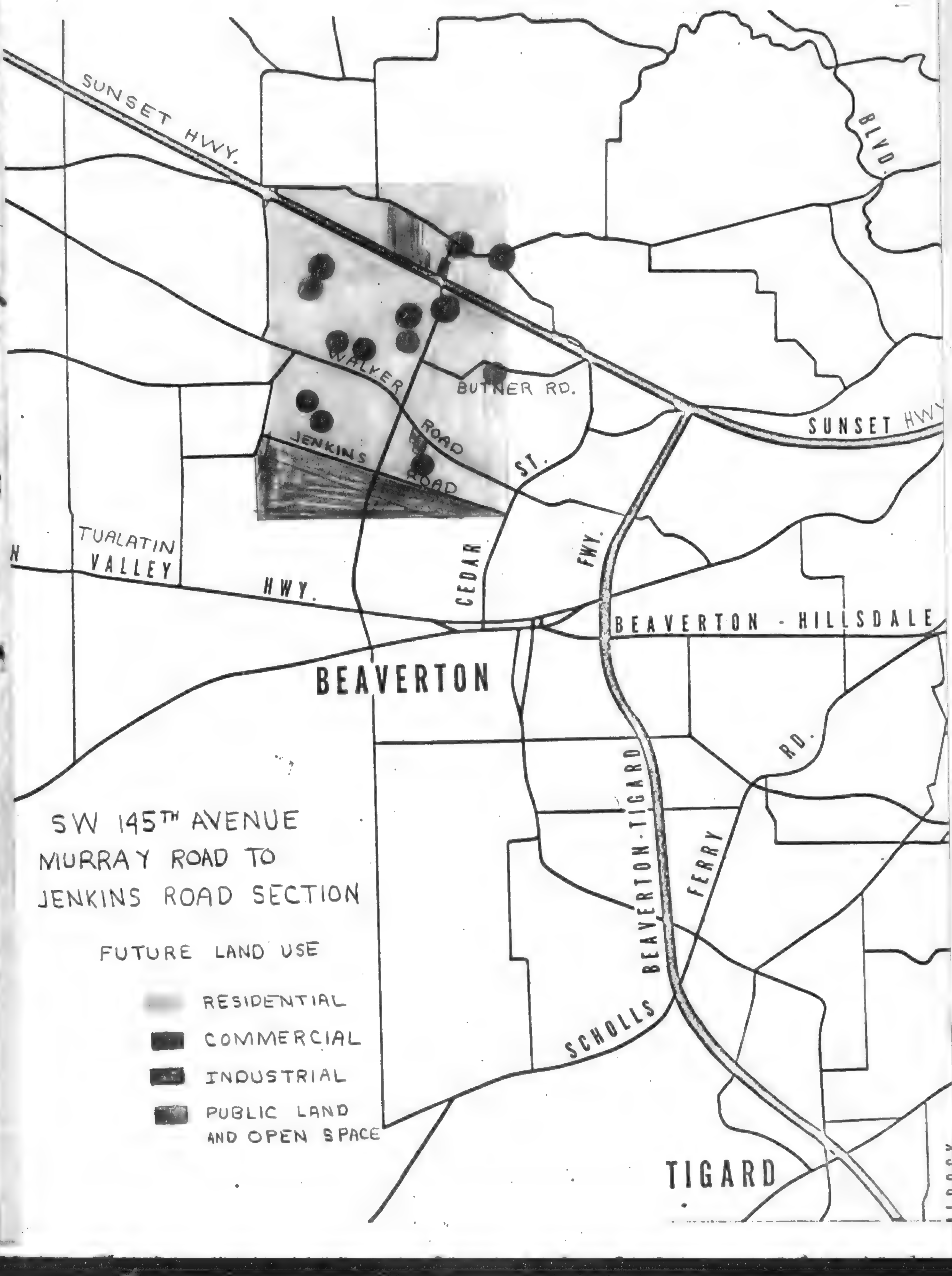
K Meng

Ken Meng
Chief, Engineering Division

KM:kr


SUNSET HWY
BLVD.
10300
4700
8000
3600
BUTNER RD.
SUNSET HWY
7000
3100
WALKER RD.
ST.
JENKINS RD.
10000
4500
TUALATIN VALLEY HWY.
CEDAR
FWY.
BEAVERTON - HILLSDALE
BEAVERTON
RD.
BEAVERTON-TIGARD
FERRY
BEAVERTON-TIGARD
SCHOLLS
TIGARD
000 = 1965 ADT
000 = 1985 ADT

SW 145TH AVENUE
MURRAY ROAD TO
JENKINS ROAD SECTION



SW 145TH AVENUE
MURRAY ROAD TO
JENKINS ROAD SECTION

FUTURE LAND USE

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PUBLIC LAND AND OPEN SPACE
SUNSET HWY.
BLVD.
WALKER ROAD
BUTNER RD.
JENKINS ROAD
ST.
CEDAR
FWY.
SUNSET HWY
TUALATIN VALLEY HWY.
BEAVERTON - HILLSDALE
BEAVERTON
RD.
BEAVERTON-TIGARD
FERRY
SCHOLLS
TIGARD

RECEIVED
SEP 1 - 1967
FOR FILING

S-508(3)

7165

August 31, 1967

Mr. Homer C. Chandler, Executive Secretary
Columbia Region Association of Governments
424 S. W. Main Street
Portland, Oregon 97214

Dear Mr. Chandler:

In accordance with Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, we are submitting to you documentation data for the Butner Road-Jenkins Road Section project on 145th Avenue (FAS 630) in Washington County for your review.

In addition to your review comments on this project, we would like to have a map indicating the future land use in the area adjacent to the project. This need not be an elaborate map. A color-coded map covering the proposed land use for two or three blocks on both sides of the project would be adequate.

Upon completion of your review, please submit your comments and the land use map to Mr. Robert Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Division.

Your cooperation in this matter will aid in the programming of Federal-aid projects within Washington County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
Robert E. Royer

Enc.

RER:sp ja

PROJECT DATA: August 29, 1967

County: Washington

Name of Project: Butner Road-Jenkins Road Section

County Road: 145th Avenue

FAS No.: 630

Type of Facility: Grade, Drain, Base, and Pave arterial road.

Limits of Facility: Begin project at Station 371+50 south of Butner Road. End project at Station 74+00 at Jenkins Road.

Right of Way: Minimum 70', Maximum 110'; plus slope easements and additional right of way at two major road intersections.

Number of Lanes: 2-12' lanes, 2' median, 10' shoulders; plus speed change lanes at road intersections.

Access Control: None

Interchanges: None

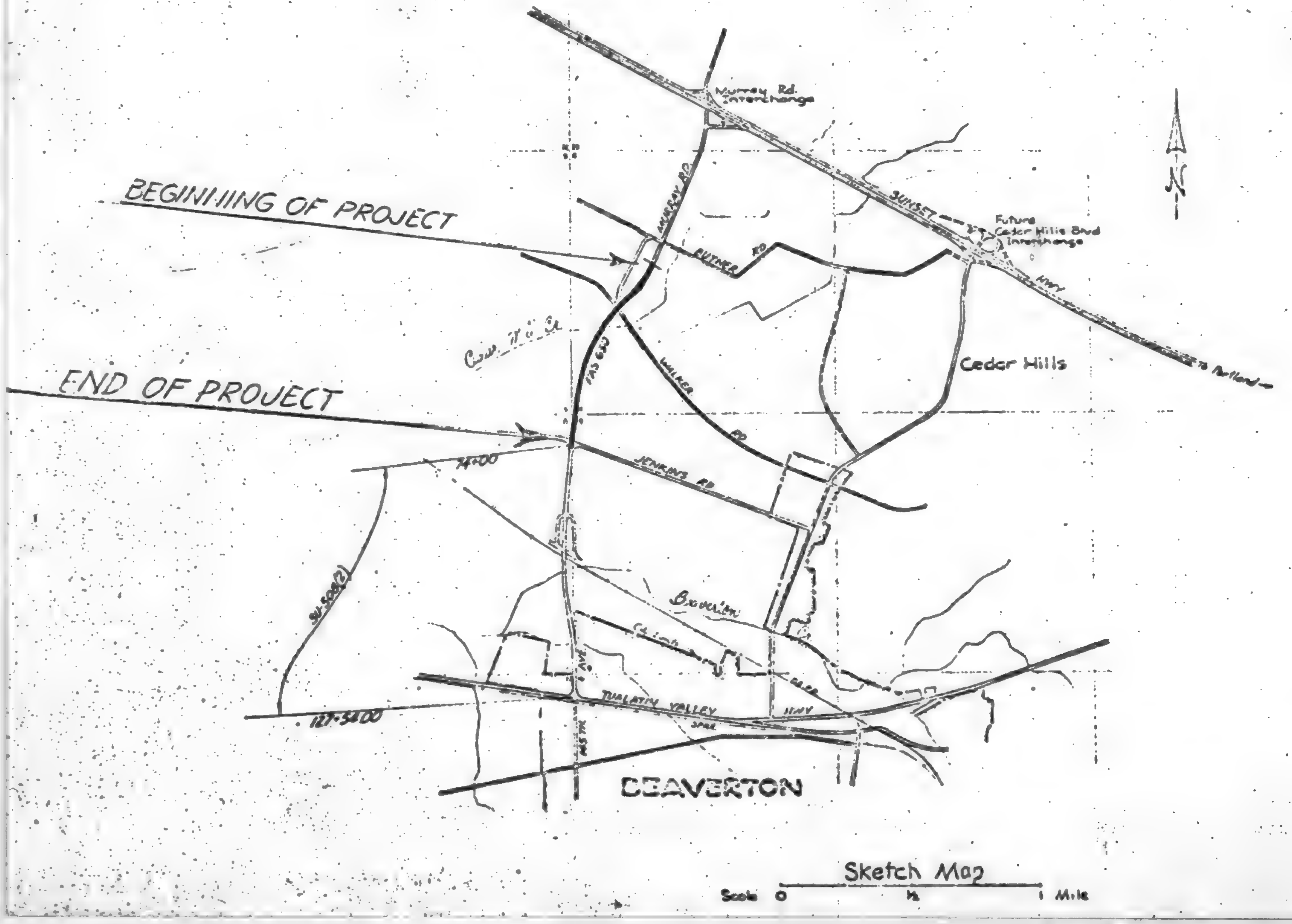
Road Intersection: 3 at grade

Road Closures: None

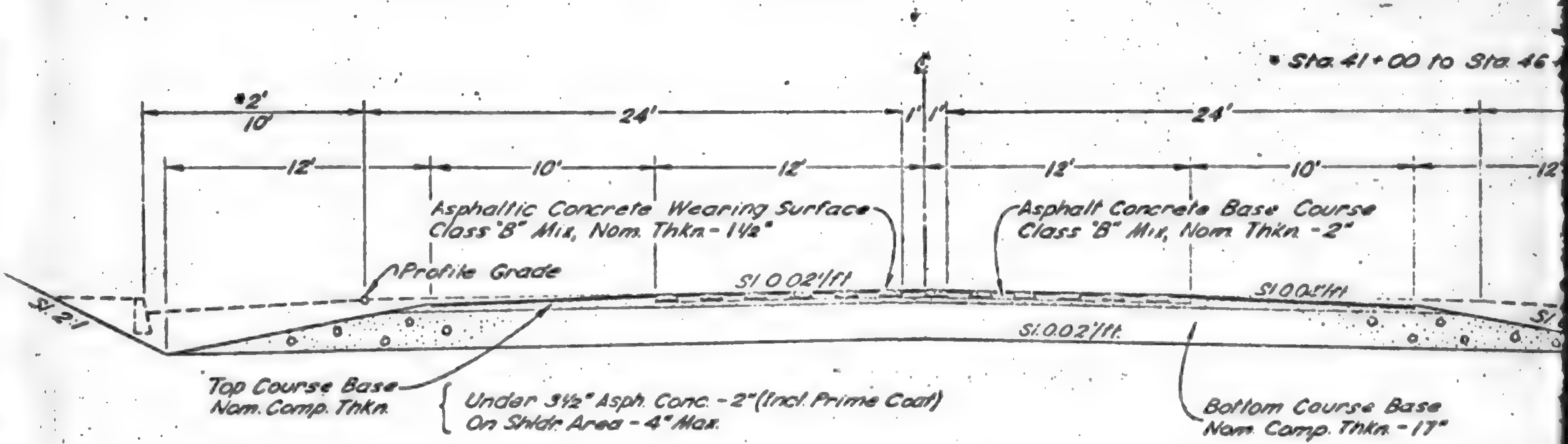
Future Facilities: Presently proposed two-lane construction will be widened to four-lanes in the future and form a north-south peripheral route along the westerly edge of Beaverton.

BUTNER ROAD ~ JENKINS ROAD SECTION
FAS 630
WASHINGTON COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

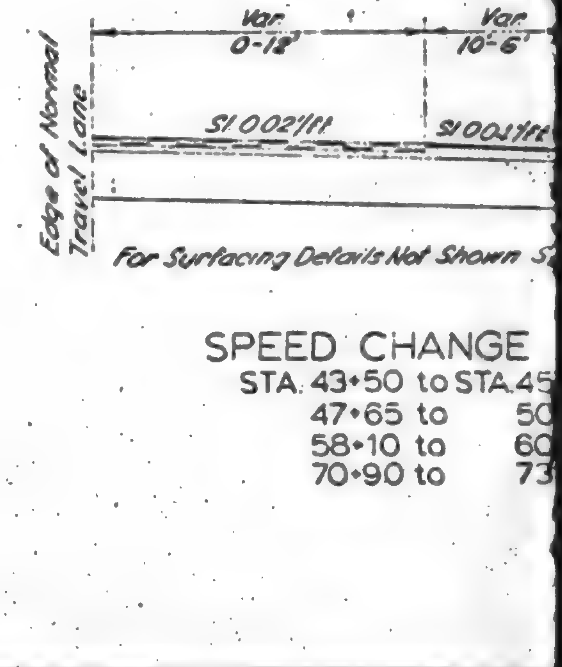

N
Murray Rd. Interchange
SUNSET HWY
Future Cedar Hills Blvd Interchange
to Portland
MURRAY RD
BUTNER RD
BEGINIIING OF PROJECT
FAS 630
WALKER RD
Cedar Hills
END OF PROJECT
JENKINS RD
74+00
Beaverton
TUALATIN VALLEY HWY
127+54.00
BEAVERTON
Scale 0 ½ 1 Mile

Sketch Map



* Sta. 41+00 to Sta. 46+
*2'
10'
24'
1'
1'
24'
12'
10'
12'
12'
10'
12'
℄
Asphaltic Concrete Wearing Surface
Class "B" Mix, Nom. Thkn. - 1½"
Asphalt Concrete Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl.
Top Course Base
Nom. Comp. Thkn.
Under 3½" Asph. Conc. - 2" (Incl. Prime Coat)
On Shldr. Area - 4" Max.
Bottom Course Base
Nom. Comp. Thkn. - 17"

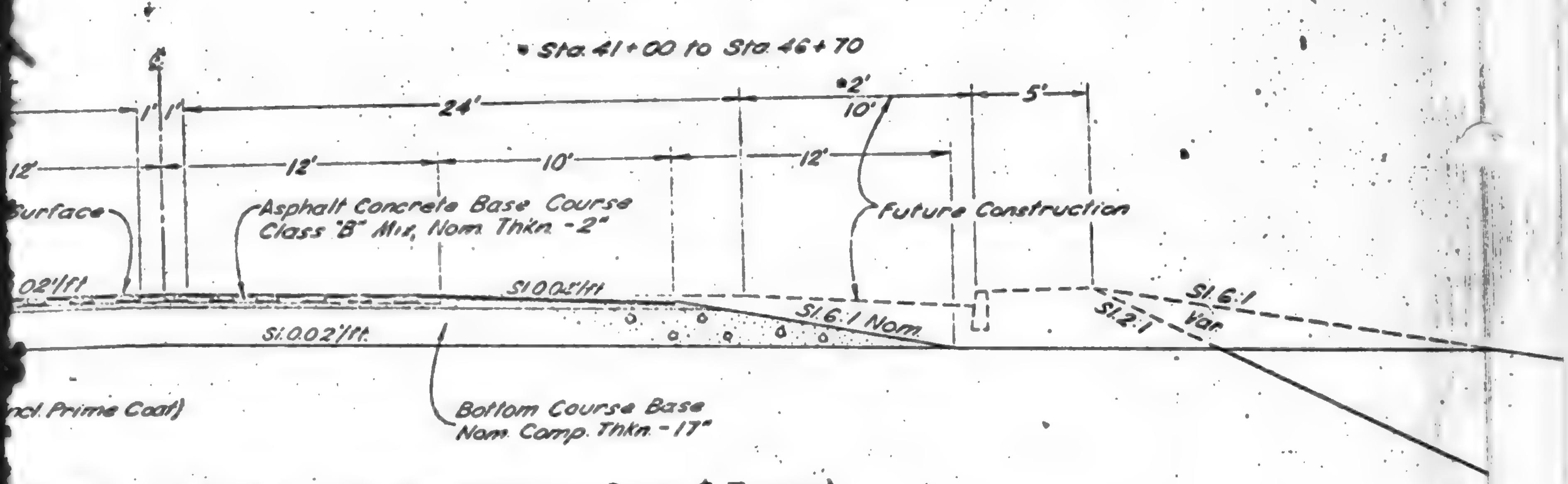
STA. 37+50 to STA. 41+00 (Temporary Conn. & Taper
41+00 to 74+00



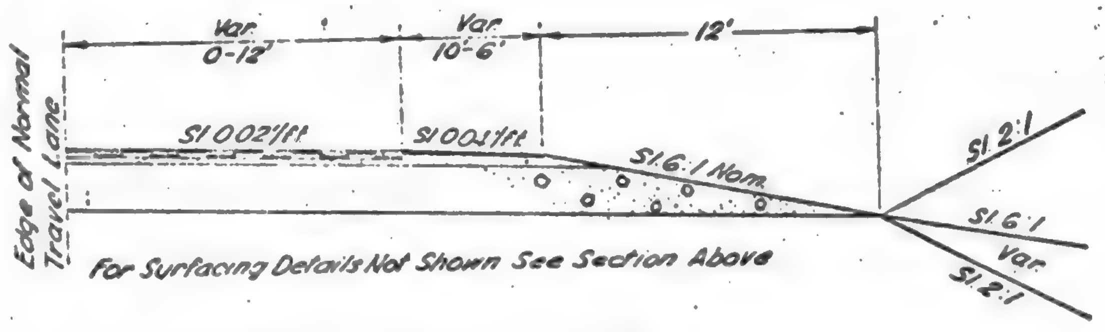
Var.
0-12'
Var.
10'-6"
Edge of Normal Travel Lane
Sl. 0.02'/ft.
Sl. 0.05'/ft.
For Surfacing Details Not Shown S

SPEED CHANGE

STA. 43+50 to STA. 45
47+65 to 50
58+10 to 60
70+90 to 73


* Sta. 41+00 to Sta. 46+70
24'
*2'
10'
5'
1'
1'
12'
12'
10'
12'
Surface
Asphalt Concrete Base Course
Class "B" Mix, Nom. Thkn. - 2"
Future Construction
0.02'/ft
Sl. 0.02'/ft
Sl. 6:1 Nom.
Sl. 0.02'/ft
Sl. 6:1
Sl. 2:1
Var.
ncl. Prime Coat)
Bottom Course Base
Nom. Comp. Thkn. - 17"

37+50 to STA. 41+00 (Temporary Conn. & Taper)
41+00 to 74+00


Var.
0-12'
Var.
10'-6'
12'
Edge of Normal
Travel Lane
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 6:1 Nom.
Sl. 2:1
Sl. 6:1
Var.
Sl. 2:1
For Surfacing Details Not Shown See Section Above

SPEED CHANGE LANE

STA. 43+50 to STA. 45+90 RT
47+65 to 50+05 LT
58+10 to 60+50 LT
70+90 to 73+30 RT

F-111(10) Glen Aiken Cr.-Gray Cr. Section 1968
of Coos Bay-Roseburg Hwy., SE of
#7166 Coquille (Slide correct.)

C

RECEIVED
JAN 15 1969

F-111(10)

7166

January 15, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 21, 1968, on Contract No. 7166. The contract was with Groesbeck-Durbin, Inc., and was for slide correction on the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 15, 1969, and that you concur in this procedure at the Commission meeting on January 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Kluboe
Victor D. Wolfe
C. H. Maison
Ivan D. Merchant
F. D. Morgan
L. H. Young
C. T. Kossey

RECEIVED
JAN 15 1969

F-111(10)

7166

January 15, 1969

General Insurance Co. of America
Portland Service Office
520 S.W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7166 awarded to Groesbeck-Durbin, Inc., for slide correction on the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County was completed on October 21, 1968, and accepted by the Highway Commission on January 15, 1969.

Final payment in the amount of $6,293.80 will be released to the contractor after January 22, 1969. The total contract amount is $130,992.83 including $1,773.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Mr. C. T. Keasey
Mr. Frank Morgan
Mr. C. H. Maison
Attn: Mr. John Herr

F-111(10) –
7166

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Glen Aiken Cr. - Gray Cr.
WEEK ENDING: November 22, 1968
SECTION PREFIX: 6-1018
HIGHWAY: Coos Bay - Roseburg
COUNTY: Coos
NAME OF JOB: Glen Aiken Creek - Gray Creek
KIND OF WORK: Slide Correction
CONTRACTOR: Groesbeck - Durbin, Inc.
CONTRACT NUMBER: 7166
FEDERAL AID PROJECT NUMBER: F-111 (10)
DATE OF CONTRACT: August 9, 1968
DATE WORK STARTED: August 19, 1968
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN:
SUPERVISION
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 60
CALENDAR DAYS USED 60
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 155,717.46
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST ~~98~~ 100
EXCLUSIVE OF ENGINEERING: $ 143,369.82
ENGINEERING AUTHORIZATION $ 12,347.64
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION ~~98~~ 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 135,484.66
ENGINEERING COST TO DATE $ 19,925.92
DATE PROJECT WAS COMPLETED: Oct. 21, 1968, Semi-Final Est. completed & submitted to the Div. Office, Nov. 21, 1968
ESTIMATED PERCENT XXXXX UNDERRUN 5.5%
PERCENT OF AUTHORIZATION 161 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	none		

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXX BITUMINOUS Base XXXXX	PAVING
MILES IN PROJECT	0.51	0.51		0.51	0.51
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.51	0.51		0.51	0.51
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,500 cy	2,970 cy		1,200 ton	1,030 ton
TOTAL QUANTITIES CORRECTED TO DATE	27,859 cy	2,713 cy		1,120 ton	1,130 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	27,859 cy	2,713 cy		1,120 ton	1,130 ton
AVERAGE DAILY QUANTITIES	464 cy	45 cy		19 ton	19 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 25 1968
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

State Erosion Control Crew has completed the seeding and fertilizing of slopes. Mulching remains to be completed.

Semi-Final Estimate was submitted to the Division Office Thursday.

Final Report.

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 8 - 1968

GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~DAVID B. SIMPSON~~
~~PORTLAND~~
FRED W. HILL, MEMBER
PENDLETON

Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-111(10)
7166

October 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7166
Prefix 6-1018
FAP F-111(10)

Dear Sir:

The work under Contract No. 7166, Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County, was completed on October 21, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date 10-30-68

Conditions noted on above date:

A final inspection was held on 10-23-68 and the project considered as satisfactorily completed.

for
R. E. Simpson
Division Engineer

to: Forrest Cooper
L. H. Young

11-8-68

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-808-(5M

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7166

STATE COPY

EGON STATE HIGHWAY DEPARTMENT

G-1

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are requi
Date OCT 1 1968 Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name Glen Aiken Creek-Gray Creek

Date September 27, 1968

Highway Coos Bay-Roseburg

Contract No. 7166

County Coos

Prefix 6-1018

Contractor Groesbeck-Durbin, Inc.

F. A. Project No. F-111(10)

Address P. O. Box 1396, Eugene, Oregon

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to furnish and place tack coat as required throughout the project.

Location by station numbers:

Sta. 233+00 to 260+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 20.00
Equipment	20.00
Material	66.00
% Allowance	16.90
Total	$122.90

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The paving of a wearing surface over the existing pavement makes a tack coat necessary. Work is to be performed in accordance with Standard Specifications for Highway Construction issue of 1964 and Special Provisions for this contract. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 155,717.46
Present estimate of project cost, including $ 122.90 for work under this order	$ 155,717.46
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner Asst. Division Engineer

Approved: /s/ L. H. Young ✓ 10-8-68

C

Monthly transaction number 9-52	FO PR-2A (R 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-16-68	County Coos
Modification number 1		Project number F-111(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 29, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 139,563	$ 148,913
Federal funds	$ 88,600.00	$ 94,634.00
Other revisions		

This modification is made for the following reasons:

Estimate has been revised to include railroad protective costs previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of September, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By FB Klaboe

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Green
For R. E. Simpson
(Division Engineer)

Oregon State Highway Department

Federal-Aid
Project No. F-111(10)

GLEN AIKEN CR.-GREY CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Revised project agreement estimate.

Salem, Oregon, August 21, 1963

Type Code 6201
Roadway (Sta. 233+00 to Sta. 260+00) (Contract No. 7166)

Temporary Protection and Direction of Traffic	All Required		$ 6,000.00
Clearing and Grubbing	All Required		2,000.00
Ditch Excavation, Unclassified	200 cu. yd.	$ 4.00	800.00
General Excavation, Unclassified	18,000 cu. yd.	2.00	36,000.00
Railroad Excavation, Unclassified	3,500 cu. yd.	3.00	10,500.00
Trench Excavation	74 cu. yd.	10.00	740.00
Special Backfill in Drains	56 cu. yd.	10.00	560.00
Watering	76 M-gal.	5.00	380.00
Tractor Crawler with Dozer	44 hr.	30.00	1,320.00
3/4" - 0 Material in Base	20 cu. yd.	7.00	140.00
Stone Base	2,950 cu. yd.	6.75	19,912.50
Bituminous Base Mixture	1,700 ton	11.85	20,145.00
Asphalt in Bituminous Base Mixture	76 ton	40.00	3,040.00
Class B Asphalt Concrete	1,030 ton	13.95	14,368.50
18-inch Steel Culvert Pipe	20 lin. ft.	10.00	200.00
8-inch Steel Perforated Drain Pipe	550 lin. ft.	3.00	1,650.00
8-inch Steel Drain Pipe	70 lin. ft.	3.00	210.00
Extra for Pipe Under Railroad	All Required		1,000.00
Concrete Inlets, Type G-2M	3 only	300.00	900.00
Salvaging Guard Rail	1,850 lin. ft.	0.75	1,387.50
Type 2 Guard Rail - Salvaged Materials	1,850 lin. ft.	1.25	2,312.50
Type 2 Guard Rail	660 lin. ft.	3.50	2,310.00
			$125,876.00
Flagging (60% of contractor's cost)	All Required		1,000.00
Railroad Protection Cost	All Required		8,500.00
			$ 9,500.00
	Subtotal		$135,376.00
	10% Engr. & Cont.		13,537.00
	Total		$148,913.00

Length of Roadway	0.511 mile
Cost of roadway per mile	$291,414.87

Retain in Program Status

Tack Coat, Asphalt	1 ton	$70.00	$ 70.00
	Subtotal		$ 70.00
	10% Engr. & Cont.		7.00
	Total		$ 77.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$148,913.00	$94,634.00	$54,279.00
Retained in Program	77.00	48.00	29.00
Total	$148,990.00	$94,682.00	$54,308.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Prefix 6-1018

GLEN AIKEN CREEK-GREY CREEK SECTION

PROJECT NO. F-111(10)

RAILROAD PROTECTIVE COST

One flagging crew for a month and one engineer inspector for 3 months.

Flagging Crew - Three men - Hdq. Coos Bay		
One Foreman @ $26.55 per day x 22 days		$ 584.10
Overtime		109.52
Two Helpers @ $24.64 per day x 22 days		1,084.16
Overtime		203.28
	Subtotal	$1,981.06
	33% Additives	653.75
	Total Flagging Crew	$2,634.81
Engineer Inspector - Hdq. Portland		
Inspector @ $690.00 per mo.		$2,070.00
Overtime		1,146.73
	Subtotal	$3,216.73
	33% Additives	1,061.52
	Total Engineer Inspector	$4,278.25
Equipment Rental - 490 miles per week - 13 weeks		
3,000 miles @ 9-1/2 cents		$ 285.00
3,370 miles @ 8 cents		269.60
		$ 554.60
Expenses		
65 days @ $15.00 per day		$ 975.00
	Total	$8,442.66
	State to pay up to	$8,500.00

GLEN AIKEN CR. -GREY CR.

F-111(10)

Nonparticipating State Work

Seeding and Mulching	All Required	$1,730.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 9-27	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-29-68	COUNTY Coos
		PROJECT NO. F-111(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Glen Aiken Cr.-Grey Creek Section, Coos Bay-Roseburg Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-10-68	0.511
OTHER (*Specify*)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 139,563.00	$ 88,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JMKlaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer August 29, 1968

Oregon State Highway Department

Federal-Aid
Project No. F-111(10)

GLEN AIKEN CR.-GREY CREEK SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Project agreement estimate

Salem, Oregon, August 20, 1968

Type Code 6201
Roadway (Sta. 233+00 to Sta. 260+00)(Contract No. 7166)

Temporary Protection and Direction of Traffic	All	Required		$ 6,000.00
Clearing and Grubbin	All	Required		2,000.00
Ditch Excavation, Unclassified	200	cu.yd.	$ 4.00	800.00
General Excavation, Unclassified	18,000	cu.yd.	2.00	36,000.00
Railroad Excavation, Unclassified	3,500	cu.yd.	3.00	10,500.00
Trench Excavation	74	cu.yd.	10.00	740.00
Special Backfill in Drains	56	cu.yd.	10.00	560.00
Watering	76	M-gal.	5.00	380.00
Tractor Crawler with Dozer	44	hr.	30.00	1,320.00
3/4"-0 Material in Base	20	cu.yd.	7.00	140.00
Stone Base	2,950	cu.yd.	6.75	19,912.50
Bituminous Base Mixture	1,700	ton	11.85	20,145.00
Asphalt in Bituminous Base Mixture	76	ton	40.00	3,040.00
Class B Asphalt Concrete	1,030	ton	13.95	14,368.50
10-inch Steel Culvert Pipe	20	lin.ft.	10.00	200.00
8-inch Steel Perforated Drain Pipe	550	lin.ft.	3.00	1,650.00
8-inch Steel Drain Pipe	70	lin.ft.	3.00	210.00
Extra for Pipe Under Railroad	All	Required		1,000.00
Concrete Inlets Type G-2M	3	only	300.00	900.00
Salvaging Guard Rail	1,850	lin.ft.	0.75	1,387.50
Type 2 Guard Rail - Salvaged Materials	1,850	lin.ft.	1.25	2,312.50
Type 2 Guard Rail	660	lin.ft.	3.50	2,310.00
				$125,876.00
Flagging (60% of Contractors Cost)	All	Required		$ 1,000.00
	Subtotal			$126,876.00
	10% Engr. & Cont.			12,687.00
	Total			$139,563.00

Length of Roadway	0.511 mile
Cost of Roadway per mile	$273,117.41

Retain in Program Status

Railroad Protection Cost	All Required		$ 8,500.00
Seeding and Mulching	All Required		1,750.00
Tack Coat, Asphalt	1 ton	$ 70.00	70.00
	Subtotal		$ 10,320.00
	10% Engr. & Cont.		1,032.00
	Total		$ 11,352.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$139,563.00	$ 88,600.00	$ 50,963.00
Retained in Program	11,352.00	7,000.00	4,352.00
Total	$150,915.00	$ 95,600.00	$ 55,315.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

GLEN AIKEN CREEK-GREY CREEK SECTION

PROJECT NO. F-111(10)

RAILROAD PROTECTIVE COST

One flagging crew for a month and one engineer inspector for 3 months.

Flagging Crew - Three Men - Hdq. Coos Bay

One Foreman @ $26.55 per day x 22 days		$ 584.10
Overtime		109.52
Two Helpers @ $24.64 per day x 22 days		1,084.16
Overtime		203.28
	Subtotal	$ 1,981.06
	33% Additives	653.75
	Total Flagging Crew	$ 2,634.81

Engineer - Inspector - Hdq. Portland

Inspector @ $690.00 per mo.		$ 2,070.00
Overtime		1,146.73
	Subtotal	$ 3,216.73
	33% Additives	1,061.52
	Total Engineer Inspector	$ 4,278.25

Equipment Rental - 490 miles per week - 13 weeks

-3-

3,000 miles @ 9½ cents		$ 285.00
3,370 miles @ 8 cents		269.60
		$ 554.60

Expenses

65 days @ $15.00 per day		$ 975.00
	Total	$ 8,442.66
	State to pay up to	$ 8,500.00

RECEIVED
SEP 12 1968

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: September 10, 1968

In reply refer to: 08-35-EC

F-111(10)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
1116

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(10)
Glen Aiken Creek - Grey Creek Section
Railroad Protective Services

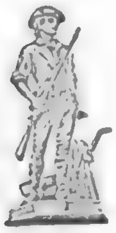
The action requested by Mr. Young's September 9 letter is approved effective August 21. It was our intent to authorize the protective services at PS&E.

NOTED
E. R. KLABOE

9-12-68

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-

STATE FORCES
NOT INVOLVED

F-111(10)
7166

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date AUG 21 1968 By
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Glen Aiken Cr.-Gray Cr. Date August 30, 1968

Highway Coos Bay-Roseburg Contract No. 7166 F. A. Project No. F-111(10)

County Coos Prefix 6-1018 Account No. 284-01

Description of Work To Be Done: Furnish personnel and devices for the protection of Southern Pacific Railroad facilities in connection with the reconstruction of the relocated Coos Bay-Roseburg Highway.

Location by Station Numbers: Sta. 233+00 to 260+00 entire project.

Estimate of Quantities and Costs: The State will bear the costs up to $8,500.00.

Explanation: This work is authorized in the Special Provisions of the contract as outlined under Section 7, Article 28 listed on pages 5 through 14. Work has not begun. Funds are available in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $155,717.46
Present estimate of project cost, including $8,500.00 for work under this order $155,717.46
Expected under-run over-run (amount) $0.00
Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young 9-20-68

This order does not constitute authority for expenditures until appro

RECEIVED
AUG 15 1968

FOR FILING

Thaddeus Bruno, Member Portland	
F-111(10)	
1166	

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 9, 1968, is requested in the award of contract for the Glen Aiken Creek-Gray Creek Section, Project No. F-111(10).

The contractor receiving the award is Groesbeck-Durbin, Inc., in the amount of $125,876.00, with Contract No. 7166 assigned. This bid was received on August 1, 1968, and awarded August 9, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations. Also, all utility work is being done under existing permits that were issued for the original project of this same name as listed below:

Pacific Power and Light	11157, X11515 and X11516
Coos-Curry Elec. Coop.	11524
General Tel. of N.W.	11823 and 11182

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date:________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 16 1968
FOR FILING

Form FH-121 (4-61)
UNITED STATES GOVERNMENT
Memorandum

F-111(10)
7166

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 13, 1968

In reply refer to: 08-35-EC/422

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(10)
Glen Aiken-Gray Creek Section
Concurrence in award

As requested in Mr. Young's letter of August 7 we hereby concur as of August 8 in the award of contract no. 7166 for the Glen Aiken-Gray Creek Section to the low bidder Groesbeck-Durbin Inc. of Eugene, Oregon in the amount of $125,876 at the August 1, 1968 bid opening.

This concurrence was found to be in the public interest by our Regional office pursuant to paragraph 10 of PPM 21-6.3.

Young
8-15-68

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 25 1968
FOR FILING

F-111(11)

7166

August 12, 1968

Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on August 9, 1968, accepted your proposal for slide correction on the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County for the sum of $125,876.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7166. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
C. T. Keasey
Bobby Johnson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

FORM E-12

COMMISSIONERS
[illegible] CHAIRMAN
[illegible] MEMBER
[illegible] SPUND, MEMBER

RECEIVED
AUG 14 1968

F-111(10)

7166

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 12, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Permit of Entry
Glen Aiken Creek-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-111 (10)
YOUR FILE: 911/323
0-0-68-14
Contract No. 7166

NOTED
R. L. PORTER

Gentlemen:

Herewith you will find the Permit of Entry for the above-captioned section dated August 6, 1968, as signed by our Deputy State Highway Engineer, Mr. R. L. Porter, on August 9, 1968.

This contract was awarded to Groesbeck, Durbin, Inc. on August 9, 1968, and a conformed copy of the contract and bond will be submitted to you when it is received from the contractor.

It is understood the contractor will not be allowed to enter on our property until his insurance has been approved by the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss

cc: Southern Pacific - Portland

R. E. Simpson-w/copy of permit of entry & copy of SP letter of 8-6-68 approving plans.
R. L. Porter✓-w original Permit of Entry & copy of SP letter of 8-6-68 approving plans.
Floyd Query-Please send me 2 conformed copies of contract & bond when available.
L. H. Young-w/copy of permit of entry & copy of SP letter of 8-6-68 approving plans.
C. T. Keasey " " " " " " " " "
A. E. Johnson " " " " " " " " "
J. E. Holcomb " " " " " " " " "

B-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 6, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Clark
Swan
Pease
Morelock
Tait
Scott
Wells
Litchfield
Olson

RECEIVED
CONSTRUCTION DIVISION

IN REPLY PLEASE REFER TO
911/323
0-0-68-14

Mr. F. D. Morgan (2)
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attn.: Mr. T. W. Litchfield, Utilities Liaison Engineer

Dear Sir:

Please refer to previous correspondence concerning proposed slide correction work on the Glen Aiken Creek - Gray Creek Section of the Coos Bay-Roseburg Highway, Project No. F-111(10).

In order to allow the State of Oregon to proceed with its intended highway construction, Southern Pacific Company hereby permits the State, its employees, agents, and contractors to enter upon the parcel of Southern Pacific property shown by yellow tint on Oregon Division Drawing B-665, dated July 15, 1968, print of which is attached hereto and made a part hereof.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Southern Pacific Company property is to be performed in accordance with plans and specifications subject to prior approval of Southern Pacific Company.

2. State agrees to assume the entire cost of highway construction and to reimburse Southern Pacific Company for the actual cost and expense necessarily incurred in protecting its facilities and operations during the period of construction.

3. In the event any of the highway work to be done upon or adjacent to the tracks and property of Southern Pacific Company should be let to a contractor by State said work shall not be commenced until State has furnished to Southern Pacific Company certified copies of contractor's policies of required bodily injury and property damage insurance and original policy of Railroad protective liability insurance and Railroad has advised State that form and substance of said insurance policies are satisfactory to Railroad.

Mr. F. D. Morgan
Attn: Mr. T. W. Litchfield

911/323
0-0-68-14
August 6, 1968

4) The right to enter upon said property shall automatically expire upon the completion of the highway construction work or upon the expiration of one year from the date hereof, whichever shall occur first.

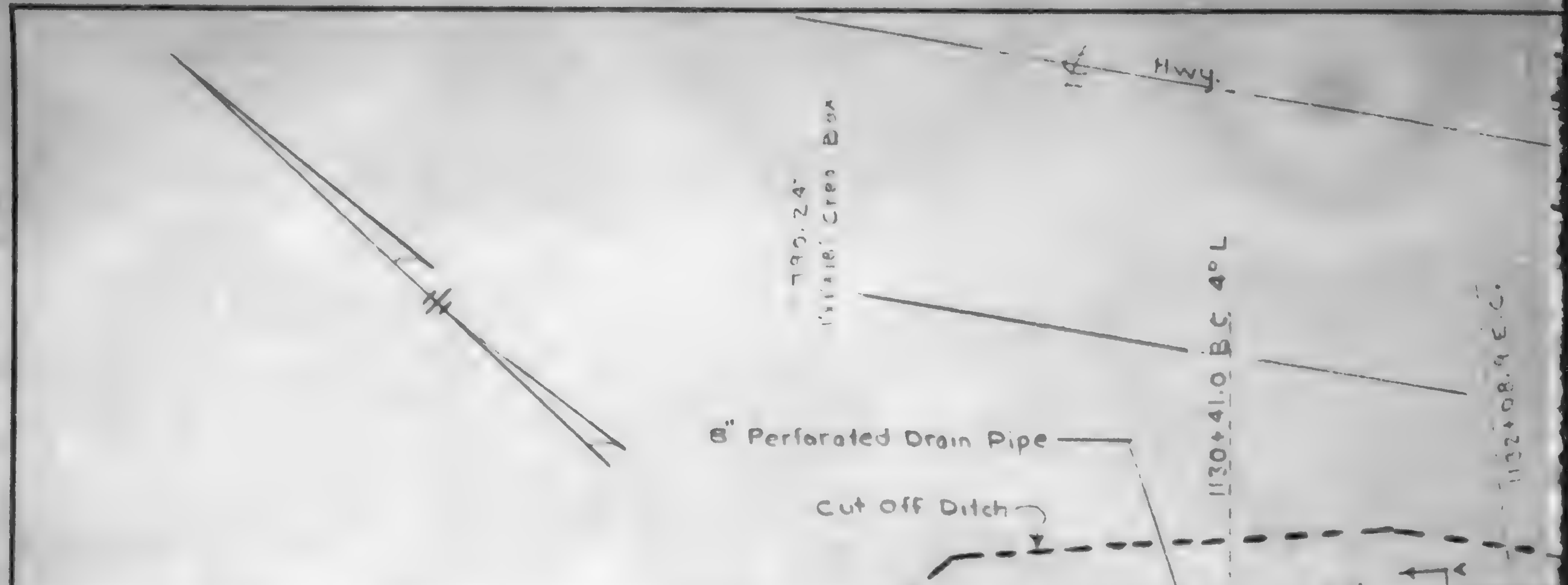
If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

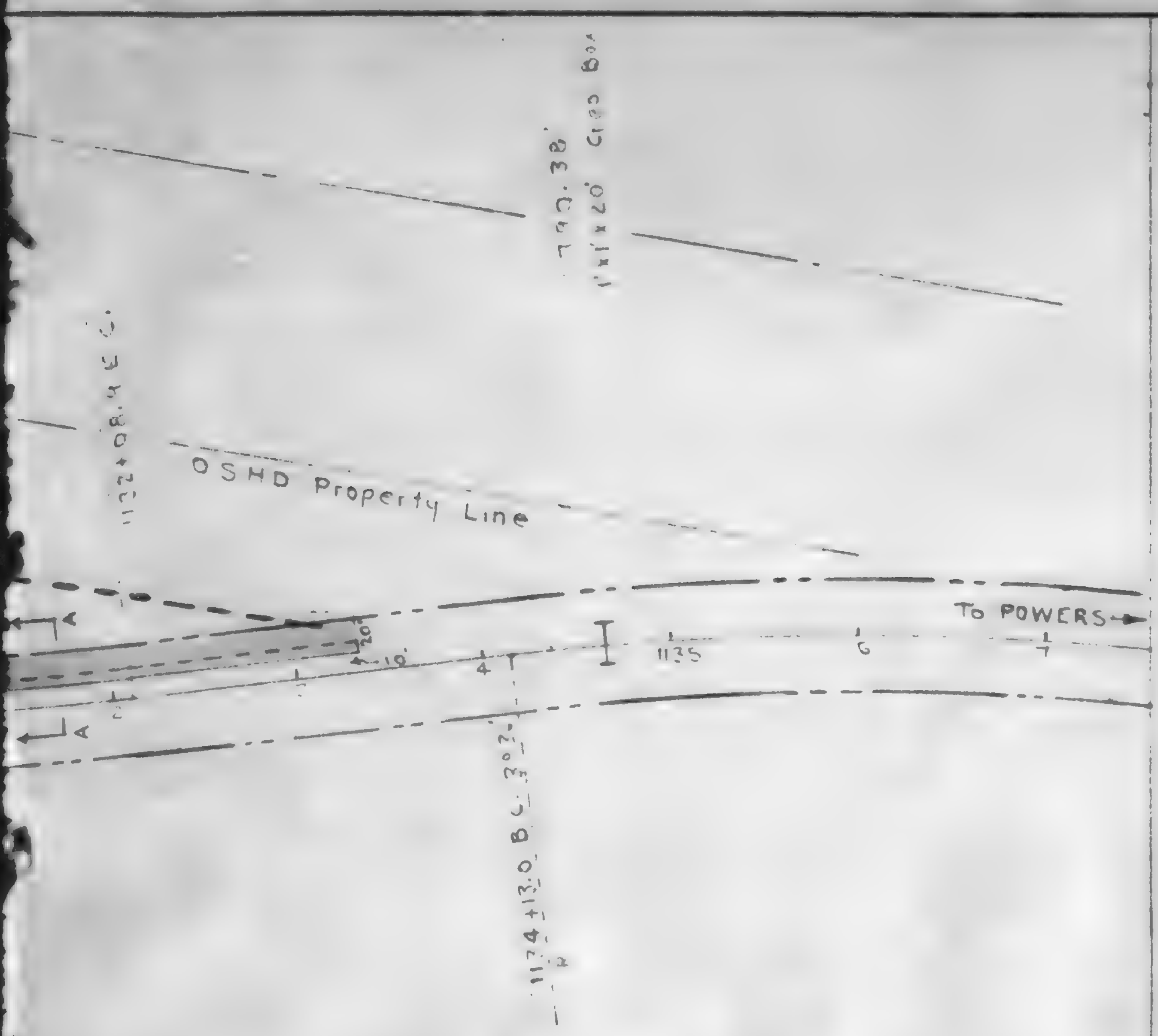
Yours very truly,

H. M. Williamson jm

Accepted this 9 day of Aug, 1968
on behalf of the State of Oregon acting by
and through its Department of Highways.

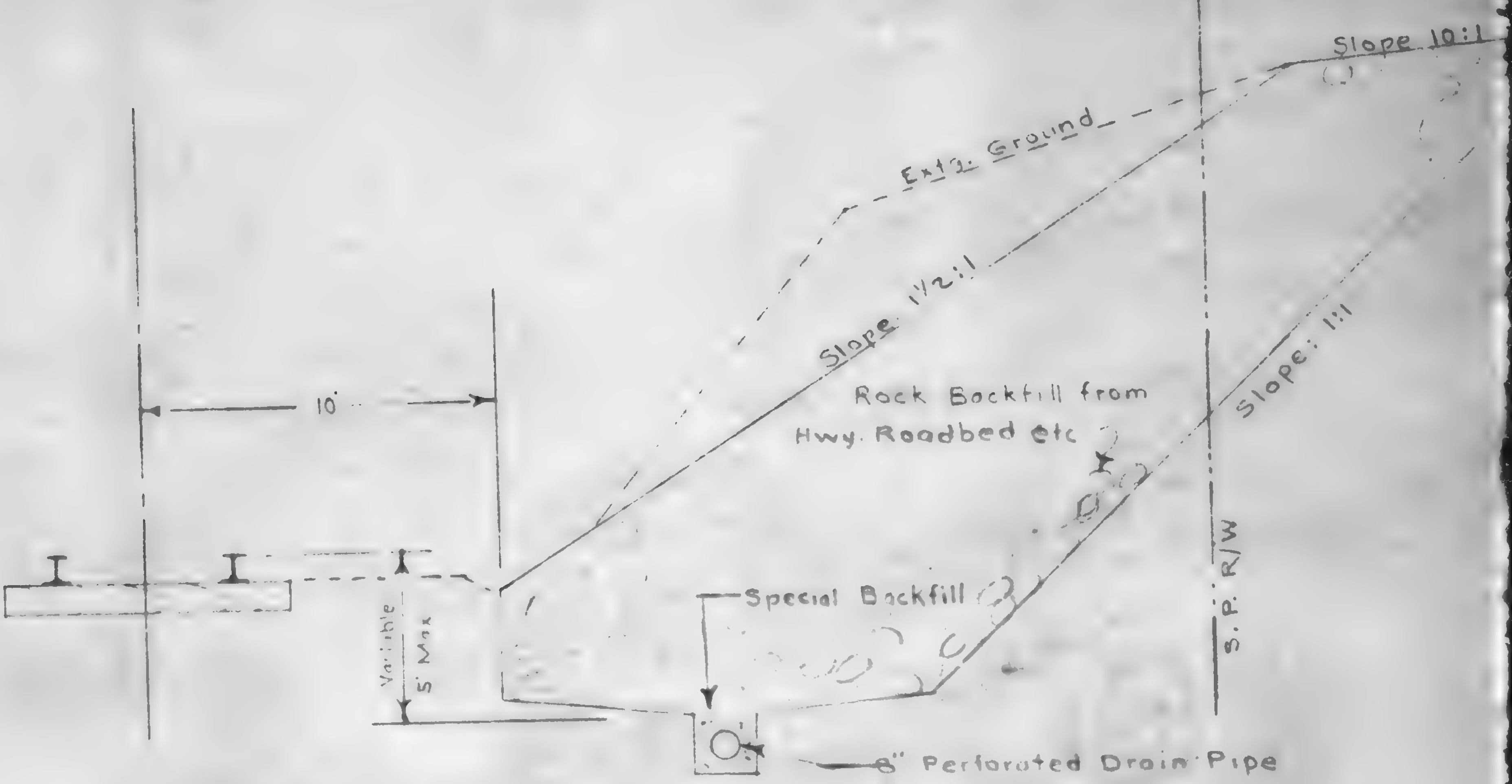
By R. L. Porter
Dep. State Highway Engineer


Hwy.
730.24'
Creo Box
1130+41.0 B.C. 4° L
1132+08.9 E.C.
8" Perforated Drain Pipe
Cut Off Ditch
510'
A
A
0.234 Ac
30'
30'
4
1128
6
7
8
9
1130
1
2
← To EUGENE
Install 8" Culvert
by State of Oregon
LOCATION PLAN
Scale: 1" = 100'
To CANARY
9.0 Mi.
To KROLL
2.5 Mi.
730.3
LEGEND
Yellow tint shows easement
shows S.P. Co. property line.
Red shows culvert.


772.38'
1'x1'x20' Crib Box
1122+08.4 E C.
OSHD Property Line
A
A
20'
10'
4
1135
6
7
To POWERS
1124+13.0 B.C. 3°2'

From OSHD
F-111(10 Sht. 2A

OREGON
DRAWING B
SHEET NO


Slope 10:1
Ext'g. Ground
Slope 1½:1
10'
Rock Backfill from
Hwy. Roadbed etc
Slope: 1:1
Special Backfill
Variable
5' Max
S. P. R/W
8" Perforated Drain Pipe

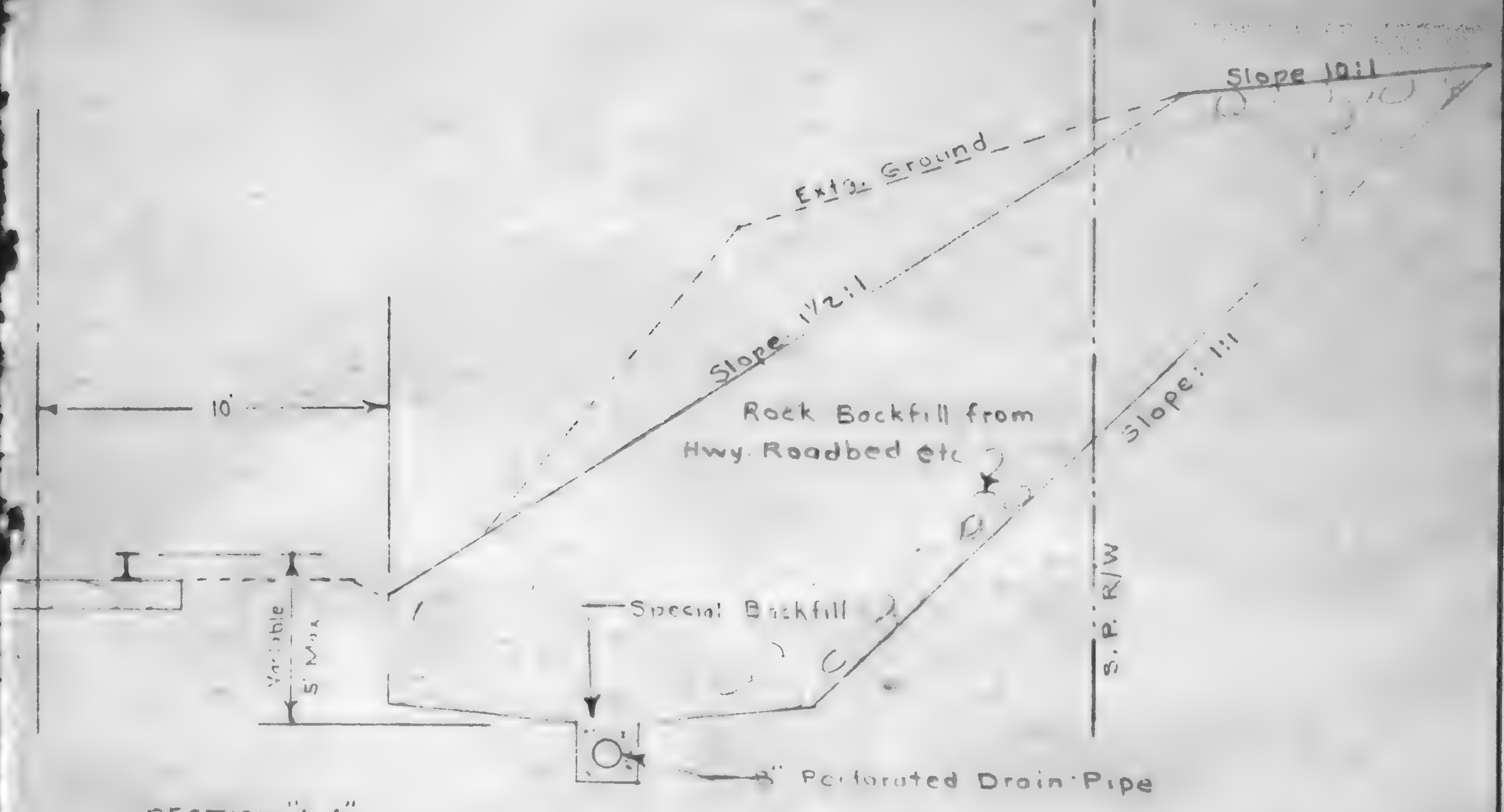
SECTION "A-A"
SCALE
1" = 5'

SHD
Sht. 2A

SOUTHERN PACIFIC COMP
PACIFIC LINES
COOS BAY BRANCH
M.P. 730.3
Easement for Rock Back
State of Oregon
Scale: As Shown MG July

DRAWER

OREGON DIV'N.
DRAWING B665
SHEET NO.


Slope 10:1
Ext'g. Ground
Slope: 1½:1
Slope: 1:1
10'
Rock Backfill from Hwy. Roadbed etc
Special Backfill
S.P. R/W
Variable 5' Max
8" Perforated Drain Pipe

SECTION "A-A"
SCALE
1" = 5'

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
COOS BAY BRANCH
M.P. 730.3
Easement for Rock Backfill
State of Oregon
Scale: As Shown MG July 15, 1968

DRAWER

RECEIVED
AUG 20 1968

FORM 2-123X 50 M 6-67
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-111(10)
-1166

August 7, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Glen Aiken Creek-Gray Creek Section, Project No. F-111(10).

Groesbeck-Durbin Incorporated of Eugene submitted the low bid of $125,876.00 or 22.0% over the engineer's estimate of $103,155.00. One other bid was received in the amount of $164,156.52.

There are two items of work that accounts for the major portion of the 22% overage, they are: General Excavation, Unclassified (amount over estimate, $9,000) and Stone Base (amount over estimate, $6,637). The engineer's estimate did not include the extra cost involved in the "prespliting" required in our specifications for General Excavation making the $2.00 bid reasonable. Our estimate for Stone Base was based on rock being suitable from the woodward quarry in Coquille which now has been determined not suitable. The Stone Base material must now be hauled from Bay Pavers in Coos Bay, bringing the bid price for this item in line.

Considering the two above bid items as reasonable, the remaining bid items would be 7% over our estimate and within the guide lines setforth in PPM 21-6.3.

This project was advertised for a full three weeks and we only received two bids. It is a relatively small project and in an isolated area, therefor, not too attractive to contractors, consequently we feel it is in the public interest to award to the low bidder at this time, to releive the emergency situation and re-establish the full four lane facility.

We have been informed by telephone that the permit of entry and approval of the plans from the Southern Pacific Co.are in the mail from their San Francisco office at the time of this writing.

Two copies of the bid-tabs are enclosed and if further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DAR:ed
enc.
cc: F. B. Klaboe
F. D. Morgan
R. N. Chase

RECEIVED
JUL 1 5 1968

H

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

F-111(20)
-116

July 10, 1968

IN REPLY PLEASE REFER TO

323-3

RECEIVED
JUL 1 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. F.D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T.W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Refer to your letter July 3, 1968 transmitting revised preliminary plans for slide correction at MP 790.7 Coos Bay Branch between Johnson and Norway.

Your proposal has been submitted to our general office in San Francisco with recommendations that the plans be approved as far as the drainage and rock backfill are concerned. We have recommended that easement for drainage ditch, rock backfill and drainage pipe be assumed by the State of Oregon rather than the railroad. We have also requested a permit of entry for the construction of the rock backfill and drainage pipe on railroad property.

This project will also involve the grade crossing at MP 790.7 which was formerly covered by agreement with Groesbeck - Durbin, Inc. Your new contractor will have to enter into the same type of agreement for this haul road crossing.

NOTED
F.B. KLABOE

Yours truly,

AW Kilborn

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUL 1 1 1968
CONSTRUCTION
DIVISION

[illegible]
Morelock
Trout
Scott
Wills
Litchfield
Olson

COPIES TO: RE SIMPSON (2)
FB KLABOE
LH YOUNG
FD MORGAN
CT KEASEY
BD JOHNSON
JE HOLCOMB

7-11-68
I

7-11-68

RECEIVED
JUL 15 1968

[illegible] BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: FOR FILING

Forrest Cooper, State Highway Engineer
Salem, Oregon

F-111(10) Kladoe

FROM: 7166

R. E. Simpson, Division Engineer
Salem, Oregon

PROJECT: F-111(10)

SECTION: Glen Aiken Creek-Grey Creek Section

WORK : Slide Correction

COUNTY : Coos

DATE PS&E APPROVED	DATE AUTHORIZED
July 10, 1968	July 10, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging shown in your estimate in amount of $1,000.00.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's July 8, 1968 request and certifying statements are accepted.

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids for a two week period. This two week advertisement is considered to be in the public interest because of the emergency nature of the work. A signed copy of the Title Sheet is returned herewith.

Railroad Agreement: - In confirmation of our verbal advice, this project may be advertised without our receipt of the Railroad Agreement. Our action is predicated on your desire to expedite the slide repair work to restore this highway and railroad segment to its original function. Our concurrence in award shall be contingent upon our receipt and approval of a suitable exchange of correspondence agreement with the Southern Pacific Railroad Company which provides for - (1) Approval of your plans, and (2) a permit of entry.

OFFICE USE

RECEIVED
JUL 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLADOE

7-12-68

REFERRED TO
Young
By Asst State Hwy. Engr.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
July 10, 1968		for Division Engineer

RECEIVED
JUL [illegible] 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

F-111 (10)

7166

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 9, 1968

In reply refer to: 08-35.EC/710.12

Glen L Green

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's July 2, 1968 letter submitted one item for inclusion in the subject program. This project is approved effective today as a Stage 2 Construction Phase project.

Item	Project	Location	Work
476	F-111(10)	Glen Aiken Creek-Gray Creek Section	Grade-Pave (slide correction)

Our December 4, 1967 approval of emergency work (SFO #10 & EWO #5) on the highway and adjacent SPRR to restore service under Project F-111(9) constituted a minor program change to that project for this emergency work. The current work is to restore the facility to its original function and to correct the railroad damage. This action provides for improvement of 0.51 mile of Primary highway at a total estimated cost of $135,000 of which $85,000 is reserved as Federal-aid Primary funds.

7-12-68
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
JUL 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1968
FOR FILING

F-111(10)

4166

July 8, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Complete P. S. & E. documents have been submitted to your department for the Glen Aiken Cr.-Grey Cr. Section, Project No. F-111(10) and accordingly we are requesting authorization to advertise for bids to be received July 25, 1968, with a minimum of two weeks' advertising period. A copy of the railroad agreement and railroad approval of the plans will be submitted prior to our request for concurrence in award.

Compliance with paragraphs 6c and 16 of PPM 21-6.3 has been met concerning Equal Employment Opportunity and Product Selection, the plans conform to IM 20-1-67 containing the flood plain data and the specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of 2-23-68 in regard to nonsegregated facilities.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on the project.

We are forwarding utility and right-of-way status reports for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
JUL 8 - 1968

FOR FILING
E-111(10)
9166

July 5, 1968

Oregon State Highway Commission

Gentlemen:

There is a slide area on our newly completed Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County. It is proposed to let a separate contract for the slide correction. The work will require minor realignment and the use of a narrower typical section adjacent to the railroad.

The estimated construction cost for this slide correction is $130,000 and no additional rights-of-way will be required.

I request your approval for placing this project on Federal Aid Program XI for letting at the July 25 bid opening. The Chairman approved on July 5, 1968, advertising the project and this matter will be on the agenda for your confirmation at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
D. H. Moehring
Ben Gifford
C. T. Keasey

BG:jp FBK:srb

JUL 8 - 1968

FOR FILING

F-111([illegible]

7166

July 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Primary project, Item 476, Project F-111(10), which we desire to have included in the Federal-Aid Primary Highway Program.

This project is to correct a severe fill slide condition, which developed as a result of the highway construction under Project F-111(9), and has damaged the highway facility as well as the adjacent railroad facility. The railroad facilities were restored under Project F-111(9), but continuing slide movement has upset the railroad right of way and required additional work.

It is our present intention to receive bids for this project on July 25, 1968. We hereby request your approval of a two-week advertising period due to the urgency of completing the work during the current construction season.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 21-

CARD 2
REPORT NUMBER (19) (20): 1
PROJECT LOCATION *(45 typewriter spaces)* 21 65: SR42 4.5 mi. South of Coquille S. 0.44 mi.
ADT
PRESENT: 3,350
FUTURE (66) (70): 6,350
YEAR (71) (72: 88

CARD 3
CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62: Gr. Dr. High-Type Pavement
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH Y (74) (75

CARD 4
CLASS OF FEDERAL FUNDS: Primary
COUNTY NAME: Coos
NAME OF URBAN AREA 17-31
ROUTE NO. P
FEDERAL-AID 14

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SR 42 4.5 mi. South of Coquille S. 0.44 mi.			
5					**ROW**		(Glen Aiken Cr. - Gray Cr. Section)			
5					**CONST** (CODE)			0.51	135,000	85,000

CARD	CODE				
1	1	PREPARED BY	PROJECT TOTALS	0.51	135,000	85,000
1	14	PROGRAM APPROVAL DATES		(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

44 mi. 65	**ADT**	PRESENT 3,350	FUTURE 6,350 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 476 (14) (18)

						PROJECT NUMBER			I. Projects Only	
TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER (S) F- 14 23	NUMBER 111(10) 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Coos	CODE 011 (14) (16)	PROGRAM STAGE
ROUTE NO. P	FEDERAL-AID 14 (32)	STATE 35 (36)
U.S. (37) (41)		☐ 1 OR ☒ 2

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
n of i.	(54) (58)	(59) (66)	(67) (76)			Gr. Dr. HT Pave., 10' shldrs. (To correct slide condition and restore facility to 4 - 12' lanes with 10' shldrs. and 4' median)
	0.51	135,000	85,000	50,000		ROW - 200' normal; Access Control - partial; Parking Restrictions - none
ECT ALS	0.51	135,000	85,000	50,000		Railroad adjustment & protective service req.
		(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 464, Project F-111(9)

Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued

This project is to correct a severe slide condition between Stations 233 and 260, which has damaged the highway facility and encroached on the adjoining railroad (Southern Pacific Company) property. The project consists of grading and draining, removal of slide material from highway and railroad, right of way, seeding and mulching slopes, salvage and resinstall guard rail, construction on RR right of way of drainage cutoff ditch, perforated drain pipe and culvert pipe under RR tracks, construction of high-type pavement to provide 4 - 12' lanes with 4' shoulders, 4' median between Stations 233 and 250 and 4 - 12' lanes with 10' shoulders, 4' median between Stations 250 and 260.

The Highway Department is in the process of obtaining a railroad agreement, necessary easements, rights of entry and plan approval from the Southern Pacific Company. The railroad agreement will consist of an exchange of correspondence between the State and the Southern Pacific Company.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR42 4.5 mi. South of Coquille S 0.44 mi. 21 65	**ADT**	PRESENT 3,350	FUTURE 6,350 (66) (70)	YEAR 88 (71) (72)	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High-Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME C	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 14

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	 STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SR42 4.5 mi. South of Coquille S. 0.44 mi.			
5	5-3-68				**ROW**		(Glen Aiken Cr.- Gray Cr. Section)			
5					**CONST** (CODE)			0.44	185,000	116,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.44	185,000	116,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. 65	**ADT**	PRESENT 3,350	FUTURE 6,350 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 476 (14) (18)

					PROJECT NUMBER			I. Projects Only	
V AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) F- 14 23	NUMBER 111(10) 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Coos			CODE 011 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 14 (32)	STATE 35 (36)	U.S. (37) (41)	

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Gr. Dr. HT Pave., 10' shldrs, bin type retaining wall (To correct slide condition and restore facility to 4-12' lanes with 10' shldrs and 16' median).
0.44	185,000	116,000	69,000		ROW-200' normal; Access Control-partial; Parking Restrictions-none
0.44	185,000	116,000	69,000		Railroad protective service req.
	(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 464, Project F-111(9).

Relocation Assistance - None involved

USCOMM DUSCOMM-DC 48905-P61

Remarks Continued -

This project is to correct a severe slide condition between Station 237 and 260 which has damaged the highway facility and encroached on the adjoining railroad (Southern Pacific Company) property. The project consists of grading and draining, construction of bin type retaining wall, removal of slide material from highway and railroad right of way, seed and mulch slopes, restoration of disposal area by topsoiling and seeding, repave approximately 600' of southbound travel lane including shoulder and median.

The Southern Pacific Company has been furnished preliminary plans and verbally approved same. The Highway Department is in the process of obtaining a railroad agreement, necessary right of entry and plan approved.

9-3253 Bachelor Butte Sand Shed, S.W. 1968
of Bend, on Century Dr.
#7167 (Const. of sand shed)

RECEIVED
OCT 3 - 1969
FOR FILING

9-3253

7167

October 1, 1969

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $3,800 will be made to Ross Bros. Construction, Inc., on Contract No. 7167 for construction of the Wechsler Butte Sand Shed on the Century Drive Highway (M.P. 16.5) in Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $31,080.35, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Ross Bros. Constr., Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Curry-Kropp-Cates, Inc.
1390 Capitol N.E.
Salem, Oregon 97303

bc J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 12 1969
FOR FILING

9-3253
7167

September 10, 1969

Oregon State Highway Commission

Gentlemen:

An overrun for the Bachelor Butte Sand Shed on Century Drive in Deschutes County is apparent. This is Contract No. 7167 with Ross Brothers Construction Company, Inc.

The original authorization was for $34,704.95 and it now appears the final cost will be $42,232.00. This is an overrun of 21.7 percent. The overall plans for the project provided that the site clearing and grading by State forces and the cost thereof be charged to the contract project. In preparation of the contract project authorization, the cost of the State work was inadvertently omitted.

This matter will be on the agenda for your consideration at the September 30 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
J. F. Putnam

CAG:dh sr

Form E-372 (Rev. 10-66)

7-2153
7167

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Bachelor Butte Sand Shed Date 8-28-69

Highway Century Drive M.P. 16.5 Contract No. 7167

County Deschutes Kind of Work Sand Storage Shed Contractor Ross Bros. Const. Co., Inc.

	Authorized	Estimated
Contract Amount	30,310.00	31,380.35
Anticipated Items		5,302.84 S.F.O.
Contingency (4½%)	1,363.95	
Engineering	3,031.00	5,548.71
Credits		
PROJECT COST	34,704.95	42,231.90
	NET INCREASE $	7,526.95

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
U State Force Order Preparing Site	5,302.84	+ 5,302.84
A Engineering	5,548.71	+ 2,517.71

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 9-30-69
$42,232.00

Principal reasons for overruns (Continue on reverse side): A maintenance order was submitted for preparation of site to be charged to improvement of lands prefix. However, instructions were received from Salem to charge to the contract prefix. This work was completed prior to letting of the contract but no money was set up

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______________ Resident Engineer

Noted by ______________ Construction or Bridge Engineer

Confirmed by ______________ Division Engineer

Noted by ______________ Deputy or State Highway Engineer

SP*23763-734

in the authorization to do the work.

Engineering overrun was caused by the excessive length of time to do the work and the need for continuous inspection during the contractor's operation.

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BRIDGE DIVISION
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AUG 27 1969
FOR FILING

9-3253
7167

Salem, Oregon
August 26, 1969

Contract 7167
Bachelor Butte Sand Shed
Project Authorization Overrun

Mr. I. D. Merchant
Bridge Engineer
BUILDING

The State Highway Commission, at its August 19, 1969 meeting, approved a 76-day time extension on Contract No. 7167.

The resultant post-final payment to the contractor ($3,800.00) can not be made without an increase in the project authorization.

The final construction cost ($41,931) is 20.8 percent in excess of the original authorization ($34,704).

The allowable overrun cannot exceed 10 percent.

F. D. Morgan
Construction Engineer

VG:fw

cc J. F. Putnam
Don Pallette

RECEIVED
SEP 26 1969
FOR FILING
9-3255
7167

3-K
8-19-69

August 25, 1969

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an additional 83 calendar days on Contract No. 7167 for construction of the Bachelor Butte Sand Shed in Deschutes County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 76-day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
J. F. Putnam
Don Pallette

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7167 Contractor Ross Brothers Construction, Inc.

Highway Century Drive

Section Bachelor Butte Sand Shed

Kind of Work Sand Shed Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Grant 76 days without assessment of liquidated damage account extreme weather conditions and resulting labor boycott. Assess liquidated damages for 6 days.

Recommended for Approval:

J F Putman
Division Engineer

Ivan V Merchant
~~Construction Engineer~~ or
Bridge Engineer

asst. State Highway Engineer

Contract No.	7167	✓
Project designation	State State-Federal	✓
Date awarded	8-9-68	✓
Work started	8-26-68	✓
Per cent completed	100% 5-14-69 Date	✓
No. of ~~Work~~ Calendar days Allowed	90	✓
No. of ~~Work~~ Calendar days Used	172	✓
No. of Added ~~Work~~ Calendar days Requested	82	

SP*6806-736

E-380 (Rev.)—5M—9-64

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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7 8 9 10 11 12 1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 12, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendardays from *See Attached days to .... days, within which to complete our Contract No. 7167, without the assessment of liquidated damages. The said contract is described as follows: Bachelor Butte Sand Shed, Deschutes County, Oregon.

The dates of the ~~workdays~~ Calendardays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter of Explanation

Respectfully submitted,

Ross Bros. Construction, Inc.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date May 12, 1969

We, Federal Insurance Compan y ...., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

V. Royene Moeller
Attorney-in-fact

Paige Haugen
Resident Agent
CURRY - KROPP - CATES, INC.

(SEAL)

ROSS BROS. CONSTRUCTION CO.
General Contractor
R. K. Ross - - A. D. Ross
359 Apple Blossom Ave. N.
Salem, Oregon

May 12, 1969

Oregon State Highway Commission
Salem, Oregon 97310

Re: Request for Time Extension
Bachelor Butte Sand Shed
Deschutes County, Oregon
Contract #7167

Gentlemen:

We herewith request an increase in the number of calendar days, through May 15, 1969, within which to complete this contract without the assessment of liquidated damages.

Extreme weather conditions periodically forced our crews off the project. Wind, freezing rain and snow made working conditions so hazardous that some carpenters refused to report from the hiring hall and some workmen would not return. During the later stages of the project, when we were trying to complete the work, we had undersized crews because a work crew could not be organized and maintained due to the problems previously mentioned.

The following list shows the days we were unable to work.

October 10, 1968
October 11, 1968
October 14, 1968
October 15, 1968
October 29, 1968
October 30, 1968
November 5, 1968
November 8, 1968
November 12, 1968
November 15, 1968

We are certain the project could have been completed in the specified time had we been able to work on the above days with a normal sized crew. Also consideration should be given to the days when weather conditions limited a mans production but our crew still worked.

Your consideration would be appreciated.

Very truly yours,

Ross Bros. Construction, Inc.

R. K. Ross

R. K. Ross, President

RECEIVED
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BRIDGE DIVISION
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AUG 13 1969
FOR FILING

9-3253
1167

August 13, 1969

Federal Insurance Company
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7167 awarded to Ross Bros. Construction, Inc., for the Bachelor Butte Sand Shed on the Century Drive Highway in Deschutes County was completed on May 14, 1969, and accepted by the Highway Commission on August 12, 1969.

Final payment in the amount of $1,260.89 will be released to the contractor after August 20, 1969. The total contract amount is $27,280.35 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Curry-Kropp-Gates, Inc.
1390 Capital Street, N.E.
Salem, Oregon

J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
AUG 13 1969
FOR FILING

9-13253

7167

August 12, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 14, 1969, on Contract No. 7167. The contract was with Ross Brothers Construction, Inc., and was for construction of a sand storage shed on the Century Drive Highway M.P. 16.5 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 12, 1969, and that you concur in this procedure at the Commission meeting on August 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
L. H. Young
F. D. Morgan
J. F. Putnam

srb sr

RECEIVED
JUL 11 1969
FOR FILING

9-3253

7167

July 11, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 19, 1969, meeting

Gentlemen:

Ross Brothers Construction Company, Inc., contractor for the construction of the Bachelor Butte Sand Shed at M. P. 165 on the Century Drive Highway in Deschutes County, Contract No. 7167, has requested that he be granted an additional 83 calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 90 calendar days which forecast a completion date of November 18, 1968. The work was actually completed May 14, 1969, with 172 calendar days charged. This is an overrun of 82 calendar days.

The building was complete except for painting on February 9, 1969. This contract was under a shutdown order February 9, 1969, to May 12, 1969, because the weather was not suitable for painting. Calendar days were not charged during the shutdown order period.

During the allotted time, the contractor lost nine days work time because high winds made the handling of rafters, plywood sheathing and aluminum roofing so hazardous that carpenters refused to report for work, effecting a virtual boycott of the job.

During the period of the 83 days charged after the expiration of the allotted time, the contractor was prevented from work for all of this time except for 13 days. Here again carpenters refused to work because of freezing rain, heavy snow and extreme cold.

Scarcity of labor and weather are not normally a reason for an extension of time without assessment of liquidated damages. The extremely severe past winter generated extenuating circumstances beyond the control of the contractor.

I recommend that the contractor be granted a 76-day extension without assessment of liquidated damages and that he be assessed six days liquidated damages at the contract rate of $50 a day or $300.

This item will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog
J. F. Putnam

(Bridge) sr

9-3253
7167

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bachelor Butte Sand Shed
WEEK ENDING: 10-26-68
SECTION PREFIX: 9-3253
HIGHWAY: Century Drive (M.P. 16.5)
COUNTY: Deschutes
NAME OF JOB: Bachelor Butte Sand Shed
KIND OF WORK: Sand Storage Shed
CONTRACTOR: Ross Brothers Const., Inc.
CONTRACT NUMBER: 7167
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 9, 1968
DATE WORK STARTED: August 26, 1968
ESTIMATED COMPLETION DATE: November 18, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS: 90
CALENDAR DAYS USED: 67
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED: 74%
PROJECT AUTHORIZATION: $ 34,704.95
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 75%
EXCLUSIVE OF ENGINEERING: $ 31,673.95
ENGINEERING AUTHORIZATION: $ 3,031.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,673.95
ENGINEERING COST TO DATE: $ 4,027.96
DATE PROJECT WAS COMPLETED: 5-14-69
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 133 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	Calendar ~~XXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Fair	1		
MONDAY	21	Ptly Cdmy, Cool	1		
TUESDAY	22	Ptly Cdy, Showers, Wind	1		
WEDNESDAY	23	Fair	1		
THURSDAY	24	Fair	1		
FRIDAY	25	Overcast	1		
SATURDAY	26		1		

Routing
Havelock
Scott
Litchfield
Olson

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-20-68 SUNDAY	No Activity.
10-21-68 MONDAY	Setting Peak Rafters
10-22-68 TUESDAY	Finished setting peak rafters. Installing Teco Fasteners.
10-23-68 WEDNESDAY	Framed west end wall. Completed installation of Teco fasteners on base rafters. Started sheeting south half of roof.
10-24-68 THURSDAY	Placing roof sheeting and bridging. Mr. Warfield inspected the project today.
10-25-68 FRIDAY	Placing roof sheeting and bridging.
10-26-68 SATURDAY	No Activity.

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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REMARKS

PROGRESS TO DATE: Pedestals poured complete & backfilled. Framing timbers installed complete except for knee braces. Rafters in place. End walls framed in. 2¼ Plywood sheeting 40% placed.

NEXT WEEK: Finish sheeting roof.

SIGNED D. E. Pallett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
AUG 28 1968

9-3253

1167

August 27, 1968

Ross Bros. Construction, Inc.
309 Apple Blossom Avenue North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7167 for construction of the Bachelor Butte Sand Shed at Mile Point 16.5 on the Century Drive Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Curry-Knapp-Oates, Inc.
1390 Capitol N. E.
Salem, Oregon

L. H. Young
F. D. Morgan
I. D. Merchant
J. F. Putnam
Don Pallette

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AUG 2 1968

9-3253

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1968

SUBJECT: Plans
Bachelor Butte Sand Shed
Century Drive
Deschutes County

To: Mr. I. D. Merchant
Bridge Engineer
BUILDING

The Memorandum of Understanding with the U. S. Forest Service, as approved by the Oregon State Highway Commission, requires that construction projects within or adjacent to National Forest lands have the approval of the Forest Service.

The subject plans have been approved by the Supervisor of the Deschutes National Forest with the provision that the sand shed's "metal roof be painted a sage green or moccasin brown color by October 31, 1969". (See attached letter and plans.)

The bidding date for the project is August 1, 1968. This allows no opportunity for the painting provision to be incorporated with the initial contract; therefore, it would appear that the work would need be accomplished on an extra work basis, either Force Account or by Maintenance forces.

Your attention to this matter is requested.

F D Morgan

F. D. Morgan
Construction Engineer

WNH:jp:fw
Attach.
cc F. B. Klaboe
J. F. Putnam

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

③

MISC. CONTRACTS and AGREEMENTS No. 8291

February 15, 1968

The Honorable D. L. Penhollow
County Judge
Deschutes County Court
County Courthouse
Bend, Oregon 97701

Dear Judge Penhollow:

Deschutes County and the Oregon State Highway Commission entered into an agreement dated December 2, 1966, which stated that the State Highway Commission had determined that it would be in the public interest for the Commission to plow or otherwise remove snow during the skiing season from that portion of the Cascade Lakes Highway from the easterly end of said highway to the U.S. Forest Service access road to the Mt. Bachelor ski recreational area.

It has now been determined by the State Highway Commission that the construction of a sand shed along this route would materially assist in the maintenance of the described section of road.

Therefore, the County and the State, in consideration of the mutual obligations and of the benefits which accrue to the County and the State, mutually agree to the following:

1. The conditions listed in Mr. Porter's letter of December 2, 1966, shall remain in full force and effect.
2. The State shall obtain a permit from the Forest Service for construction of the sand shed.
3. The State shall construct a sand shed adjacent to the Cascade Lakes Highway in the vicinity of M.P. 16.5, Engineer's Station 337+70.
4. The State shall be responsible for the operation and maintenance of the sand shed at the State's expense.

5. The County shall participate in the cost of the sand shed construction, said participation not to exceed $9,000.

6. In the event the State ceases to remove snow from the above section of the Cascade Lakes Highway, the sand shed shall become the property of Deschutes County.

If the above conditions are acceptable to the Deschutes County Court, please indicate your approval by the appropriate signatures in the spaces provided below and return the original to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

ACCEPTED:

DESCHUTES COUNTY COURT

____

____

____

Date__________________________

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
H. S. Cox
J. F. Putnam

PNB:je/TE:ja

RECEIVED
AUG 14 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

7-3353

7167

January 30, 1968

The Honorable D. L. Penhollow
County Judge
Deschutes County Court
County Courthouse
Bend, Oregon 97701

Dear Penney:

I have your letter of January 26 re the sand shed matter on Century Drive in the vicinity of Batchelor Butte.

It was my understanding that this matter was on the trolley and would be taken care of by the necessary agreements with construction to follow during the summer.

The people who have been handling this in the Salem office are not working at the moment due to illness and I am reluctant to call them at home. I am sure that there is ample time to meet the coming construction season.

If for any reason this matter bogs down, I will see that you are promptly contacted.

Kindest regards,

Original signed
Forrest Cooper

NOTED
TOM EDWARDS

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
H. S. Cox
J. F. Putnam

Here's report.

MAINTENANCE ENGINEER
RECEIVED
JAN 31 1968
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

[illegible]
STATE OF OREGON
BEND, OREGON 97701

D. L. PENHOLLOW, COUNTY JUDGE
CHARLES L. PLUMMER, ROADMASTER

G. W. McCANN, COMMISSIONER
DOROTHY A. SMEAD, COMMISSIONER

January 26, 1968

Mr. Forrest Cooper
Oregon State Highway Engineer
Salem, Oregon

Dear Forrest:

I am always slightly ill at ease when I find it necessary to write you or come in to see you about a problem.

It has been my custom to go through City & County, inasmuch as this department was established for our liaison, to get the action or the answer to our needs. This Court has always had the best of relations with the State Highway Department, through City & County and through you, and has respected the fine service and cooperation received in both areas.

Our question now is about the $9,000 Deschutes County advanced on the proposed sand shed on the Cascade Lakes Highway. The Roadmaster and I have contacted City & County on more than one occasion in this regard and have no satisfactory response to date.

It is my understanding that we were to be furnished with some type of cooperative agreement on this project and to date there has been only silence.

I am not concerned about any loss of money, but I am concerned about the promised agreement for the use of this money.

Perhaps you can enlighten me in this regard.

Sincerely,

DESCHUTES COUNTY COURT

D. L. Penhollow

D. L. Penhollow
COUNTY JUDGE

DLP:lb
cc: Charles Plummer

Copy FC

RECEIVED
NOV 27 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1967

SUBJECT: Sand Shed, Cascade Lakes Highway (Bachelor Butte)

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

As you will recall, Judge Penhollow in his letter regarding participation by the County in the Cascade Lakes sand shed construction demanded a fully executed agreement signed by the members of the State Highway Commission setting forth the responsibilities of both parties concerning the sand shed.

For your consideration a rough draft of an agreement to satisfy Judge Penhollow's request is attached. You will note that I have not provided spaces for the Commission signatures but only for the Commission Secretary and Assistant State Highway Engineer.

I would suggest that, if the agreement meets with your approval, you instruct Si Cox to deliver it by hand and attempt to get an amiable signing, hopefully preventing further altercations.

E S Hunter

E. S. Hunter
Maintenance Engineer

ESH:je
Enclosure

RECEI[illegible]
OCT 27 1967

NOTED
TOM EDWARDS

AUG 14 1968
FOR FILE

9-3253

7167

Salem, Oregon
October 25, 1967

Mr. C. H. Maison
Controller
Accounting Division

I attach a check from Deschutes County in the amount of $9,000 as a contribution of the County in construction of a sand shed in the Mt. Bachelor area to provide a usable source of materials for sanding in the ski area.

This item is not in the current budget, but would be covered in the amount of approximately $10,000 by substituting for one of the sand sheds we do have in the budget.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

RECEIVED
FORM 5-30 50M 10-65
AUG 14 1968

9-3253

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1967

SUBJECT: Deschutes County Participation
Cascade Lakes Hwy. Sand Shed

To:

Tom Edwards
Assistant State Highway Engineer

Deschutes County has submitted a check in the amount of $9,000.00 towards participation in a sand shed on the Cascade Lakes Highway. The tone of the letter directed to J. F. Putnam from the County indicates that they are doing this with considerable reluctance and question.

For your review, the Deschutes County Court approved the snow removal on the Cascade Lakes Highway in accordance with Mr. Porter's letter of December 2, which is also mentioned in the County's letter to Putnam. In this December 2 letter the County agreed to three items.

1. The State Highway Department shall be the sole judge as to the need for, extent of, and time of snow removal on said section of highway.
2. If, in the judgment of the State Highway Department, the surface condition of said section of highway is not suitable for the safe operation of snow removal equipment, the State Highway Department shall not be obligated to remove snow from said section of highway until such time as Deschutes County corrects the unsuitable conditions to the satisfaction of the State.
3. Under no circumstances will the State Highway Department undertake any type of maintenance of said section of highway other than for the snow removal herein provided.

Previous to this time the County and State had participated on a 50-50 basis on the snow removal for the Cascade Lakes Highway. This cost averaged approximately $12,000 per year. The cost to the Highway Department for snow removal during 1967 (last winter after January 1) was $58,270.00.

During December of last year the County was contacted regarding their thoughts towards participation of a $45,000 sand shed which is necessary to economically sand this section of highway. The Court replied in February of 1967 that they did not feel they could participate due to the additional cost of general maintenance on the Cascade Lakes Highway.

October 9 we asked the County to reconsider participation in a sand shed to be constructed next summer, feeling that the recall movement had settled down and the feeling of the Court would perhaps be more favorable.

As mentioned above, the County replied with a somewhat terse letter on November 12, together with the $9,000 check. Putnam immediately contacted Judge Penhollow to determine the reason for the tone of the letter and to advise him that we did not actually want the money at this time, but only their thoughts as to an agreement which would lead to their participation in the sand shed. With this explanation, the Judge explained that he did not wish the check returned but that the check be forwarded to Salem.

In light of the outlay of funds by the Oregon State Highway Department for plowing this ski road, the savings to the County for 50% of this cost due to the new ski area agreement and the fact that this road is certainly not within the general realm of ski area access roads, I feel that the joint participation is in order. The County is certainly reaping the benefits from plowing this ski area road.

Therefore, I recommend that the County-City Division proceed with an agreement to jointly construct the sand shed during 1968. In the event the County so wishes, the check should be deposited in the Department's Advance Deposit fund and held until such time as the sand shed is constructed.

E. S. Hunter
Maintenance Engineer

By
Robert N. Bothman
Assistant Maintenance Engineer

RNB:ib
Enc.

RECEIVED
AUG 4 1968

9-3953

7167

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 16, 1967

SUBJECT: Cascade Lakes Highway
Sand Shed.

To: Mr. E. S. Hunter
Maintenance Engineer
State Highway Department
Salem, Oregon

Herewith copy of a letter and a check in the amount of $9,000 from Deschutes County for twenty percent of the estimated cost of a sand shed which we propose to construct on the Century Drive; also, copy of my latest letter to Judge Penhollow requesting reconsideration of their original refusal to participate. Upon receipt of the Judge's letter, I immediately contacted him personally to ascertain the cause of the tone of his letter and to return the check with the request that it be held until such time as we could negotiate an agreement, and advised him that the sand shed was not scheduled for construction at this time. He advised me that there was no lack of relationship between the local office and the County, but stated that ever since the State had taken over the plowing of the snow to Bachelor, that the relation between the Salem Office and the County was nil. He also stated that he had discussed the matter with Si Cox, and that they had decided to sent the $9,000 to us, and requested that I proceed to forward it to the Salem Office.

You will recall that the first time we requested participation in the construction of the shed that the recall movement was in the wind,so we did not push the matter at that time; however, in your letter of March 10th, you requested that I ask them again for participation. The recall movement failed and I felt a sufficient length of time had passed to again request their reconsideration for participation, with the idea in mind that they would either advise us with a 'yes' or 'no', and in the event of a 'yes', we could have the City-County negotiate with them and prepare an agreement. The receipt of this check puts us in a very poor position as we do not have the sand shed scheduled on any letting that I know of.

This office has no record of Mr. Cooper's letter of December 2, 1966 as quoted in Judge Penhollow's letter.

J F Putnam
J. F. Putnam
Division Engineer

MAINTENANCE ENGINEER
RECEIVED
OCT 17 1967
☐ ME ☐ AME ☐ AME ☐ ☐ AG
☐ ES ☐ ADS ☐ AA ☐ FILE ☐ TA

JFP:me
Encls.

[illegible] AUG 14 1968

9-1953

7167

October 12, 1967

Edwards

Mr. J. F. Putnam
Division Engineer
Oregon State Highway
Bend, Oregon

Dear Mr. Putnam:

Your request for participation in the construction of a State Highway sand shed on Cascade Lakes Highway received and studied.

I must confess that it was with some surprise that we received this request. Deschutes County has always been proud of its cooperation and relation with the State Highway in any request, however, under an agreement adopted by this Court on December 5, 1966, we did not feel a responsibility in this instance.

Yesterday I contacted Judge Earl Miller in Jackson County and Judge Lloyd Rea of Baker County, as well as the Hood River administrative officer and find that none of these courts have been asked by their Division Engineer to participate in any responsibility of the State as stated in the Highway's letter of December, 1966. We do not choose to believe that there is some discrimation here (and I decry the use of the word) but we do feel there is no precedent as yet for such participation.

The Court realizes that whatever we do in this instance signifies the loss of our good relations, but herewith is enclosed a check for $9,000 for assistance to the State Highway Department in the building of the sand shed at or near Bachelor. We arrive at this figure inasmuch as this is 20% of the estimated cost and is also the same basis in per centage that the State Highway cooperates with the county in F.A.S. programs.

We would appreciate a fully executed agreement signed by the members of the State Highway Commission, setting forth the conditions as stated in Mr. Cooper's letter of December 2, 1966.

NOTED
TOM EDWARDS

COPY

Further, we want it explicitly understood that this participation does not set a precedent for any other county or for Deschutes County in any other project.

Hoping this will be satisfactory to you.

Respectfully,

DESCHUTES COUNTY COURT

D. L. Penhollow
COUNTY JUDGE

DLP:lb
Enclosure

cc: Forrest Cooper
Si Cox

COPY

RECEIVED
OCT 1 [illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-4(62) Murder Creek Section 1968
234 Pacific Hwy., north of Albany
#7168 (Advance warning signs) Folder #2

Monthly transaction number 1-18	PR-2A (. 10-68)	State **Oregon**
Project report number 10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County **Linn**
Modification number 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-7-71	Project number **I-5-4 (62) 234**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 143,024.84	$ 149,906.85
Federal funds	$ 131,954.72	$ 138,304.06
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of January, 1971.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

n Approved; Budget Bureau N 1-R2089.1

MONTHLY TRANSACTION NO. 9-47	RM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-16-68	COUNTY Linn PROJECT NO. I-5-4(62)234

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Murder Creek Section of the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-13-68	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 147,119	FEDERAL FUNDS $ 135,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer September 16, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 28884-P66

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(62)234

MURDER CREEK SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

Project agreement estimate

Salem, Oregon, August 30, 1968

Type Code X002
Advance Warning Signs (Sta. 747+60 to Sta. 1108+40)(Contract 7168)

Temporary Protection and Direction of Traffic	All Required	$ 2,620.00
Sign Support Footings	All Required	6,570.00
82' - 0" Sign Bridge	All Required	9,455.00
90' - 0" Sign Bridge	All Required	9,670.00
102' - 0" Sign Bridge	All Required	9,960.00
Structure Mounts	All Required	5,200.00
Installation of Control Equipment	All Required	8,780.00
Encoder Equipment in P-I Cabinet	All Required	3,515.00
Decoder Equipment in P-I Cabinet	All Required	3,515.00
Encoder/Decoder and Sign Control in M Cabinet	All Required	23,925.00
Neon Tube Illuminated Warning Signs	All Required	47,535.00
		$130,745.00
Flagging (60% of Contractor's Cost)	All Required	$ 3,000.00
	Subtotal	$133,745.00
	10% Engr. & Cont.	13,374.00
	Total	$147,119.00

Length of Project 0.00 Mile

Federal Funds -	$135,700.00
State Funds -	11,419.00
	$147,119.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 622-1030 G-1

RECEIVED
JUN 15 1970
FOR FILING

I.5-4(22)234

7168

June 12, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A third post-final payment for $1,200 will be made to Electric Corp. on Contract No. 7168 for advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $138,626.68 including the post-final payment. Of the total $341.44 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Electric Corp.
1375 13th Street, S.E.
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

RECEIVED
JUN 30 1970
FOR FILING

I-5-4(62)234
7168

3 C
6-2-70

June 8, 1970

Electric Corp.
1375 13th Street, S. E.
Salem, Oregon 97302

Gentlemen:

The State Highway Commission at its meeting on June 2, 1970, granted you a 12-day time extension, without assessment of liquidated damages, on Contract No. 7168 for advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc F. D. Morgan
V. E. Skoog
R. D. Asburry
L. L. MacIntyre
Bureau of Public Roads

RECEIVED
MAY 6 - 1970
FOR FILING

I-5-4(62) 34
7168

May 5, 1970

General Insurance Co.
of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $6,150 will be made to Electric Corp. on Contract No. 7168 for advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $137,426.66 including the post-final payment. Of the total $341.44 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Electric Corp.
1375 13th Street, S.E.
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asburry

RECEIVED
APR 30 1970
[illegible]

I-5-4(12)
7168

April 30, 1970

Oregon State Highway Commission

Gentlemen:

In the late summer of 1968, the Commission awarded Contract No. 7168 to the Electric Corporation to place fog warning signs on I-5 near Albany. The contract had an extremely stringent completion time requirement. At the March 11, 1969 meeting, you approved an extension of three days to the originally allotted 42-day contract period. The contract time was based on information that Union Metal Company would be able to immediately furnish the sign bridges. This turned out to be erroneous.

The contractor resorted to extraordinary means to complete the job. The sign bridge footings and sign bridges were much more expensive than those on which the contractor based his bid.

This project was financed under the Highway Planning Research program of approximately 85 percent Federal - 15 percent State funds. After long negotiation, we have secured Bureau of Public Roads' approval for the settlement of the claims arising from nonavailability of the sign bridges. The Bureau will approve settlement of a claim in the amount of $6,150 as a participating item. It will participate in the granting of an additional seven-day time extension to be added to the three days previously granted.

The contractor submitted good evidence that he should be entitled to 12 additional days instead of seven; however, the Bureau has refused participation in the remaining five days. I recommend that the Commission grant the contractor the additional 12-day time extension since this is deemed to be a reasonable compromise settlement of an extremely difficult completion schedule for this project.

This action would result in the Highway Commission assuming responsibility for the five days over and beyond that in which the Bureau will participate, at a cost of $500. There is a remaining overrun of six days which the contractor could not justify and will assume the liquidated damages for those six days in the amount of $600.

This matter will be on the agenda for your consideration at the June 2 meeting. I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
F. B. Crandall
V. E. Skoog
L. H. Young
R. D. Asburry

TE:ja sr

RECEIVED
APR 23 1970
FOR FILING

I-5-4(62)234
7168

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-4(62)234, Murder Creek Section
Claim - Contract 7168

The contractor's claim in the amount of $6,150 is supportable and therefore approved for Federal participation.

Also approved is a 10-day extension of time (7 days in connection with the footing and 3 days for a change in the relay wiring).

Simpson:nig

NOTED
TOM EDWARDS

Ivan
Prepare final estimates etc
4-23-70

RECEIVED
APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 14 1970
FOR FILING

I-5-4(62)234
7168

April 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Murder Creek Section
Project No. I-5-4(62)234
Contract No. 7168

Dear Sir:

Reference is made to the proposed two-part claim settlement on this project. We have made extensive investigation and consideration of contractor's claims that were originally made against us in the total amount of $12,522.82. We can now obtain a complete and final settlement of all claims for the total amount of $7,350 which is based on $6,150 adjustment for the sign bridge footings, plus an additional 12-day time extension which amounts to $1,200.

Attached are copies of a new ten-page cost comparison which we have prepared on the footing adjustment. This shows a net estimated change in cost to the contractor resulting from the change in footing plan of $6,464. It is our position that we are obligated to reimburse the contractor for the change in cost so the $6,150 proposed settlement is reasonable and is recommended to you for participation. In the way of additional documentation of the claim, we attach copies of the following:

9/18/68 - Notice of claim from Electric Corp.

9/30/68 - Notice of revised (lower) footing claim from Electric Corp.

The 12-day time extension is derived as a compromise, part of which is related to the sign bridge claim which the contractor has dropped. Seven days of this time are clearly justified on just the footing change and represent the time required for additional forming, steel placement, and second pours for the stem sections, all of which were not involved in the original planned footing.

Another pertinent factor with respect to the time liquidated damages is that five of the signs were available for their intended primary purpose some 14 days before the actual November 15 completion date and all six of them were usable seven days before final project completion.

We therefore believe the compromise time settlement of 12 days extension (which still leaves six days' liquidated damages in effect) is also reasonable and we request Federal participation in it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
F. B. Crandall
R. D. Asburry

JAB:fw ja

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1970

SUBJECT: Advance Warning Fog Signs
Murder Creek Section, I-5
Contract No. 7168

To:

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

In response to your March 27 letter, I submit the following:

1. No Price Agreement has been executed for the claim settlement now pending. Therefore, no payment has been made. I have a Price Agreement drafted but have delayed execution until we knew for sure that it would be approved this time. We do have a January 16, 1970 letter from the contractor stating that he will accept the $7,350 settlement.

2. Attached is a rough draft to the Bureau of Public Roads with some attachments to formally present the proposed settlement to them for their approval. This was reviewed in rough draft form by the Area and District Engineers. The indication is that we will probably get approval on all of this except 5 days of the time extension. We really do not have a convincing case to rationally derive 5 of the 12 days. They are just part of the compromise.

I hope and recommend that if we can get Interstate participation on all except this 5 days that it be approved non-participating.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc: F. B. Klaboe

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MURDER CREEK SECTION
PACIFIC HIGHWAY
CONTRACT NO. 7168

SUMMARY OF CLAIM

ANALYSIS: Six footings for three sign bridges

Sheets 2 - 4, Original Plan Footings (Union Metal)	Est. Cost	$2,236.00
Sheets 5 - 10, "As Constructed" Footings	Approx. Cost	$8,700.00
	Difference	$6,464.00
	Recommended Compromise Adjustment	$6,150.00

Form E-106—10M—9-63
State Printing 53419

Job No. Murder Creek

Sheet 2 of 10 Sheets

Union Metal Mfg.

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Estimate of Cost of Six 6'x2½'x5' Conc. Ftgs for Sign Bridges

Made by [illegible] 3/1970 Checked by ...., 19...... Backchecked by ...., 19......

Layout 6 Ftgs & Const. Batterboards

Foreman	- 8 hrs @	$5.88	=	$ 47.00
Laborer	- " " "	4.30	=	34.00
Carpenter	- " " "	5.28	=	43.00
¾ Ton Pickup	- 8 hrs @	2.10	=	17.00
Misc. lumber, nails				10.00
				$ 151.00

Excavation (6 holes 6'x2½'x5')

Foreman	8 hrs @	$5.88	=	47.00
Laborer	" " "	4.30	=	34.00
Operator	" " "	5.62	=	45.00
1½ Ton Flatbed	8 hrs @	2.40	=	19.00
¾ " Pickup	" " "	2.10	=	17.00
Backhoe	" " "	9.25	=	74.00
Dump Truck w/driver		12.10	=	97.00
				333.00

Form E-106—10M—9-63
State Printing 53419

Job No. Murder Creek

Sheet 5 of 12 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Install Forms & Anchor Bolts (6 Footings)

Foreman	-	16 hrs @	5.88	= 94.00
Carpenter	-	" " "	5.28	= 84.00
Carpenter	-	" " "	"	= 84.00
Laborer	-	" " "	4.30	= 67.00

1½ ton Flatbed	16 hrs @	2.40	= 38.00
¾ ton Pickup	" " "	2.10	= 34.00
1 Field Generator	" " "	1.80	= 29.00
1 Power Saw	" " "	0.80	= 13.00
220 bfm lumber, nails			= 23.00
			466.00

Pour Concrete (6 Ftgs)

Foreman	-	8 hrs @	5.88	= 47.00
Carpenter		4 hrs @	5.28	= 21.00
Laborer		4 " "	4.30	= 17.00
Laborer		" " "	"	= 17.00

¾ ton pickup	8 hrs @	2.10	= 17.00
1½ " flatbed	4 " "	2.40	= 10.00
1 field generator	4 " "	1.80	= 7.00
1 vibrator	4 " "	1.40	= 5.00
20 c.y. concrete @ # 18.00			= 360.00
100 sqr ft 4 mill plastic			= 6.00
			507.00

Form E-106—10M—9-63
State Printing 53419

Job No. Murder Creek

Sheet 9 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Remove Forms, Backfill & Cleanup (6 Ftgs)

Foreman	-	8 hrs @ 5.88	=	47.00
Laborer	-	" " " 4.30	=	34.00
Laborer	-	" " " "	=	34.00
Operator	-	" " " 5.62	=	45.00

1½ ton flatbed	8 hrs @ 2.40	=	19.00
3/4 ton pickup	" " " 2.10	=	17.00
1 tractor w/ blade	" " " 5.00	=	40.00
1 compactor	" " " 3.50	=	28.00
4 c.y. topsoil		=	16.00

280.00

Traffic Control

Laborer - 8 hrs @ 4.30 = 34.00

Rental on signs: 4 @ 0.60 ea. per day = 12.00 (5 days)
" " cones: 12 @ 0.10 " " " 6.00 " "

52.00

Total All Items = $ 1,789.00
Add 25% = 447.00

Grand Total $ 2,236.00

Form E-106—10M—9-63
State Printing 53419

Job No. [illegible] Creek

Sheet 5 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Contractor's Costs on 6 Sign Bridge Ftgs as Constructed

Made by J Martin, 19...... Checked by ......, 19...... Backchecked by ......, 19......

Oct. 3, 1968 - Layout 6 Ftgs & Construct Batterboards

Foreman	–	8 hrs @ 5.88	=	47.00	
Carpenter	–	" " " 5.28	=	42.00	
Laborer	–	" " " 4.30	=	34.00	
1½ ton flatbed		8 hrs @ 2.40	=	19.00	
¾ ton pickup		" " " 2.10	=	17.00	
Misc. lumber, nails			=	16.00	
					175.00

Oct 7, 1968 - Excavate 4 Footings

Foreman	–	8 hrs @ 5.88	=	47.00	
Carpenter	–	" " " 5.28	=	42.00	
Carpenter	–	" " " "	=	42.00	
Laborer	–	" " " 4.30	=	34.00	
Laborer	–	" " " "	=	34.00	
Laborer	–	" " " "	=	34.00	
Operator	–	" " " 5.62	=	45.00	
1½ ton truck	–	8 hrs @ 2.40	=	19.00	
¾ ton pickup	–	" " " 2.10	=	17.00	
2 dump trucks	–	" " " 24.20	=	194.00	
1 backhoe	–	" " " 9.25	=	74.00	
					582.00

Form E-106—10M—9-43
State Printing 53419

Job No. Murder Creek
Sheet 6 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Oct. 8, 1968 - Excavate 2 Ftgs, Place Resteel, Pour 6 Ftgs

1- Foreman	-	8 hrs	@	5.88	=	47.00
2- Carpenters	-	20½ "	@	5.28	=	108.00
2- Laborers	-	20½ "	@	4.30	=	88.00
2- Steel Tyers	-	16 "	@	5.25	=	84.00
1- Operator	-	8 "	@	5.62	=	45.00
1-1½ Flatbed	-	8 hrs	@	2.40	=	19.00
2- ¾ ton pickups.		16 "	"	2.10	=	34.00
2- Dump Trucks	-	16 "	"	12.10	=	194.00
1- Backhoe	-	8 "	"	9.25	=	74.00

8,080 lbs metal reinforcement @ 0.20 = 1,616.00
38 cu. yds concrete @ $20.00 cu. yd. = 760.00

3,069.00

Form E-100—10M—9-43
State Printing 53419

Job No. Murder Creek
Sheet 7 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Oct. 9, 1968 - Forming stems, placing rebars & anchor bolts.

Foreman	8 hrs	@	5.88	=	47.00
2 laborers	16 "	"	4.30	=	69.00
2 carpenters	16 "	"	5.28	=	84.00
1 Mechanic-welder	10¼ "	"	5.34	=	55.00
1 Oiler	1½ "	"	5.20	=	8.00
1 generator & power saw	8 hrs	@	2.60	=	21.00
1½ ton flatbed	8 hrs	@	2.40	=	19.00
3/4 ton pickup	"	"	2.10	=	17.00
550 bfm lumber - nails					76.00
					396.00

Oct. 10, 1968 - Forming stems, etc.

Foreman	8 hrs	@	5.88	=	47.00
2 laborers	16 "	"	4.30	=	69.00
2 carpenters	16 "	"	5.28	=	84.00
1 welder	10¼ "	"	5.34	=	55.00
1 Flatbed	8 hrs	"	2.40	=	19.00
1 Pickup	8 "	"	2.10	=	17.00
1 generator & power saw	8 "	"	2.60	=	21.00
					312.00

Oct. 11, 1968 - Forming stems, etc.

Foreman	8 hrs	@	5.88	=	47.00
2 Carpenters	11 "	"	5.28	=	58.00
3 laborers	5 "	"	4.30	=	22.00
1 welder	10¼ "	"	5.34	=	55.00
generator & power saw	8 hrs	@	2.60	=	21.00
1½ ton flatbed	8 hrs	@	2.40	=	19.00
1 pickup	8 "	"	2.10	=	17.00
					239.00

Form E-106—10M—9-43
State Printing 53419

Job No. Murder Creek

Sheet 8 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Oct 14, 1968 - Forming stems, etc

Foreman	8 hrs	@ 5.88	=	47.00
4 Carpenters	32 "	@ 5.28	=	167.00
2 Laborers	16 "	@ 4.30	=	69.00
1 Welder	11 "	@ 5.34	=	59.00
1 Flatbed	8 hrs	@ 2.40	=	19.00
1 Pickup	8 "	" 2.10	=	17.00
generator/saw	8 "	" 2.60	=	21.00
				640.00

Oct 15, 1968 - Completed forms - Poured all stems

Foreman	8 hrs	@ 5.88	=	47.00
4 carpenters	50 "	" 5.28	=	264.00
2 laborers	25 "	" 4.30	=	108.00
1 Flatbed	8 hrs	" 2.40	=	19.00
1 Pickup	8 hrs	" 2.10	=	17.00
1 Fieldgenerator	8 hrs	" 1.80	=	14.00
1 Vibrator	8 hrs	" 1.40	=	11.00
1 3" pump	8 hrs	@ 1.40	=	11.00
15½ cu. yds concrete		@ 20.00 cy	=	310.00
				801.00

Form E-106—10M—9-63
State Printing 53419

Job No. Murder Creek

Sheet 9 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Oct. 16, 1968 – Stripping forms, backfilling, compacting.

Foreman	8 hrs	@	5.88	=	47.00
3 Laborers	20 "	"	4.30	=	86.00
1 operator	8 "	"	5.62	=	45.00
1 flatbed	8 hrs	@	2.40	=	19.00
1 pickup	8 "	"	2.10	=	17.00
1 compactor	8 "	"	3.50	=	28.00
1 tractor w/blade	8 "	"	5.00	=	40.00
					282.00

Oct. 17, 1968 – Stripping forms, backfilling, compacting.

Foreman	8 hrs	@	5.88	=	47.00
2 Laborers	16 "	"	4.30	=	69.00
1 Operator	8 "	"	5.62	=	45.00
1 flatbed	8 hrs	@	2.40	=	19.00
1 pickup	" "	"	2.10	=	17.00
1 compactor	" "	"	3.50	=	28.00
1 tractor w/blade	" "	"	5.00	=	40.00
					265.00

Oct. 18, 1968 – Final Cleanup of Fig Areas.

Foreman	4 hrs	@	5.88	=	24.00
2 Laborers	16 hrs	"	4.30	=	69.00
1 pickup	4 hrs	"	2.10	=	8.00
1 flatbed	8 hrs	"	2.40	=	19.00
6 yds wood chips for mulch					17.00
					137.00

Form E-106—10M—9-63
State Printing 53419

Job No. [illegible]

Sheet 10 of 10 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Traffic Control

42 hrs of flagging @ 4.30/hr included in labor shown on preceding pages. (Contractor's share).

8 signs @ 0.60 each per day (9 days @ 4.80/day) = 43.00
12 cones @ 0.10 " " " 9 " " 1.20 = 11.00
6 barricades w/flashers @ 0.20/day = 11.00
65.00

Total all Items =	$ 6,960.00
Add 25%	1,740.00
Grand Total	8,700.00

- 22 [illegible]

dif [illegible]

622-1030

BYRON SIMONSON, MANAGER

ELECTRIC CORP.
LIGHT AND POWER INSTALLATIONS
1375 13TH ST. SE : P. O. BOX 266 : SALEM, OREGON : 97308
AREA CODE 503 TEL. 364-6725

September 30, 1968

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

Re: Sign Bridge Footings
Murder Creek Section
Pacific Highway
Contract No. 7168

Dear Sir:

In accordance with the project specifications we based our original proposal on 72" x 60" x 30" sign bridge footing sizes as given us by Union Metal, the specified sign bridge manufacturer.

The footing requested by the Highway Department per Drawing No. A145 is considerably larger and therefore an increase of $7980.00 in our contract amount is requested.

Yours very truly,

ELECTRIC CORP.

Gene A. Fields

Gene A. Fields

GAF/vm
cc: L.E. George

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 1 1968
ROUTING
ASBURRY ☑ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

BYRON SIMONSON, MANAGER

ELECTRIC CORP.
LIGHT AND POWER INSTALLATIONS
1375 13TH ST. SE | P. O. BOX 266 | SALEM, OREGON | 97300
AREA CODE 503 TEL. 364-6725

RECEIVED
DIVISION ENGINEER - Division No. 2
SEP 19 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

September 18, 1968

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Footing Details
Sign Bridges
Murder Creek Section
Pacific Highway
Contract No. 7168

Dear Sir:

Your attention is invited to Section 505 of special provisions for above project. It is noted that the design and size of the footings would be furnished by the sign bridge manufacturer. Section 510 states that the sign bridges shall be an approved equal to the Union Metal Manufacturing Company's tri-chord sign support structures.

This being our only information available at bid time, we contacted Mr. Kolling of the Union Metal office in Portland. His instructions to us were that each footing should be 72" long by 30" wide by 60" deep. We passed this information on to our footings sub-contractor, Salem Sand & Gravel, resulting in a bid to us of $ 5,693.00 for the six sign bridge footings.

After the contract was awarded, Drawing II 213544 and T.E.D. Drawing #S-577 were sent to us detailing what you expect in the way of sign bridge footings.

To comply with these drawings, it will take about five times as much concrete, much more re-inforcing steel, thirty-six additional conduit ells, stubs, plugs, bushings and cast iron junction boxes, plus additional forming, excavation and compacted backfill.

This addition has resulted in an increase in Salem Sand & Gravel Company's bid to us of $ 9,140.00 and an additional cost to us of $ 1,200.00 to cover overhead, junction boxes and extra conduit stubs mentioned above.

We therefore feel we are entitled to an addition of $ 10,340.00 to the contract.

We have discussed this with Mr. L. E. George.

Respectfully,

ELECTRIC CORP.

Gene A. Fields

Gene A. Fileds

GAF/vm
cc: L.E. George
Morgan — McTlaic

RECEIVED
MAR 30 1970

FOR FILING

I-5 4(62)234
7168

Salem, Oregon
March 27, 1970

Advance Warning Fog Signs
Murder Creek Section, I-5
Contract No. 7168

Mr. John A. Bond
Staff Assistant
Construction Division

I have discussed the matter of the time extension for the above-named contract with the Bureau of Public Roads as a follow-up to my letter to the Bureau dated March 12 (a copy is attached).

We had previously been notified by the Bureau that it would not participate in the cost of the claim for the revision of footings. In my discussion with them, they indicated a well-documented calculation of the contractor's added cost might be effective in securing Bureau participation. I have prepared such a documentation, which is attached.

I cannot find in the files the price agreement which was executed to cover the settlement. I would request two things: (1) you determine for me if this price agreement has been cleared and paid and (2) rough draft a letter for an additional request to the Bureau for participation in the extra cost of the footings and for the time extension.

Your file is attached.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
F. B. Crandall
R. D. Asburry
V. E. Skoog

RECEIVED
MAR 12 1970
FOR FILING

I-5-4(62)3-4

7168

March 12, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Sir:

We have previously requested Bureau of Public Roads' participation in a time extension and a claim settlement on Contract No. 7168, Murder Creek Advance Warning Signs on I-5, under contract to Electric Corporation, P. O. Box 266, Salem, Oregon. The history on this project is as follows:

The project was approved by the State Highway Engineer on May 31, 1968. On June 19, 1968 programming as an HPR project was pursued. The matter of details of control, location, wording on the signs was worked out, the project was approved, and bids were called to be read on August 28, 1968.

Due to the lateness of the season and the dire need for completion, an extremely short completion time of 45 calendar days was specified. This time was chosen after considerable spadework with the people who were to furnish the components such as the control data box, the telephone company, and the suppliers of sign bridges. Each item appeared possible of achievement in the 45 calendar day limit. In the Special Provisions (Section 505-1.1) the following requirement was included:

> "505-1.1. Under this Article, the contractor shall install the concrete footings for three sign bridges. The design and size of the footings will be furnished to the contractor from the fabricator of the sign bridges. The contractor will be required to furnish all concrete, reinforcing bars and anchorages called for on the design."

This specification was purposely written because of the extremely tight completion date and assurances from the sign bridge people that compliance with the time requirements would be forthcoming. However, within a few days following the reading of the bids it became evident that the materials could not be furnished on time. Steps were taken by the Highway Division to make such adjustments as were required to get the signs erected prior to the anticipated fog season. The main step included approval of substitute sign bridges.

In preparing his bid, the contractor secured prices from Union Metal Manufacturing Company, both for the bridges and for the size of footings involved in the supports. Due to the foundation material, the footing size was increased from 15 square feet to 72 square feet. The contractor filed a claim due to this increase. We have negotiated a settlement in the amount of $6,150.

Completion of the project was insured by the lending of two sign bridges from Maintenance Division stock, which were replaced when available by the contractor. The specified completion date of the contract was October 25, 1968. Excerpts from the Resident Engineers weekly reports include the following:

> For the week ending October 26, 1968:
>
> "Electricians have completed all electrical work that can be done until sign bridges and structure mounts have been erected. Contractor tentatively planned to erect all three trusses today but the 102' truss was not delivered until late Friday morning, thereby extending the erection time into the period of high volume traffic. Erection is now planned for Monday morning. Signs will be installed Tuesday at sta. 940+10 Rt. and at 1024+50 Lt. They will be energized as soon as final electrical hook-up is completed ---- estimated to be the latter part of next week."
>
> For the week ending November 2, 1968:
>
> "Four signs are complete and can be operated from on site controls. All structure mounts

"are complete except for final trim and some installation of signs - this should be done by next wednesday. - Signs can not be operated from remote panel a wiring adjustment is made, but it is possible that this also will be accomplished by next wednesday and all signs can go into service."

For the week ending November 9, 1968:

"Mr. G.W. Wimer, Asst. Div. Engr. Mr.John Walker, Asst. Const. Engr., Mr. Ed Pease Const. Office Engr., Mr. John Hegmann, and Mr. C.R. Burghardt, Bureau of Public Roads, Mr. Jack Martin, Asst. Res. Engr., and the undersigned went over project Fri. Nov. 8th, 1968.

"Signs can be used in emergency. All signs except Santiam Overcrossing will operate from console unit. Santiam sign is manual control as of Fri. 3 P.M.

"It is probable that it may take until Tuesday next week to iron out all of the possibilities of bugs in electrical system."

For the week ending November 16, 1968:

"Work considered complete at field level. Temporary Stop Work Order, effective with end of day November 15, 1968. This is subject to final inspection by reviewing authority from Bureau of Public Roads and Highway Department."

It is quite evident that the contractor made a valiant effort to put the project into operation and did so before the fog season arrived. The critical things here, I bılieve, are that the three trusses which were the super critical items in the construction were delivered to the job on October 26, only one day after the specified completion date of the contract; that four signs were operable, had it been necessary, from on-site controls; and that five of the signs were operable from the console unit two weeks later.

It appears, therefore, that the contractor is not unreasonable in requesting a 12-day time extension in addition to the settlement of $6,150 for the increased cost of the footings. I ask your concurrence in such an award.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. B. Crandall
F. D. Morgan
R. D. Asburry
V. E. Skoog

RECEIVED
JAN 14 1970

FORM E-30-X (12-62)

I-5-4(12)-1
116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 13, 1970

SUBJECT:

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. V. E. Skoog
Mr. C. G. Swenson

Attached is a summary of the 1969 Claim Board reviews. This was the second complete calendar year for the Board and the third year of its existence. The following is noted in the 1969 activities:

1. Seven controversies were before the Board comp~~leted~~ared with 11 in 1968.

2. Although there were fewer claims before the Board, the original claim amounts were over three times the 1968 total.

3. The Board sanctioned some additional compensation on every 1969 claim. In 1968 two were rejected entirely.

4. 1969 includes the largest settlement yet approved (the Canyon Road haul claim on N.W. Johnson-S.W. Montgomery Section) and also the next largest (Roberts Mountain-Myrtle Creek). This latter settlement disposed of what for some time had been our oldest claim.

5. The proportion of complete settlements secured was poorer in 1969 even though the two largest claims mentioned above were completely settled. Three of the 1969 claims are not settled.

John A. Bond

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

NOTED
TOM EDWARDS

SUMMARY OF 1969 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
15	Glendale Jct.-Coyote Cr.	$ 34,061.21	$ 25,000.00	Yes - 6519
8b or 16	Lime-Malheur Co. Line	171,141.36 (T) Revised to approx. 42,000.00	18,652.25*	No - 6747
17	Main St. (K. Falls) Bridge	106,784.28 (T)	3,633.43 & paid	No - 6895
18C	Murder Creek Signing	12,522.82 (T)	7,350.00	No - 7168
19C	Roberts Mtn.-Myrtle Cr.	418,070.36 Revised to 67,000	67,000.00	Yes - 6451
20	NW Johnson-SW Montgomery	(248,434.47) Revised to 85,953.10	85,953.10	Yes - 6832
21	S. Baker Interch.-Encina	43,900.00 (T)	4,500.00	Yes - 7019
		$1,034,914.50	$212,089.28	

* This claim is still under consideration. Amounts shown are most recent status of negotiations. Amounts involved in parts previously settled are not included ($13,129.21 paid on $15,376.04 claimed).

C Reviewed a Staff level recommendation - contractor not present.

(T) Claim includes some time liquidated damages.

JAB:fw
1-12-70

RECEIVED
NOV 10 1971

I-5-4(42)
7168

Salem, Oregon
August 15, 1969

Murder Creek Section
Contract No. 7168

Mr. John A. Bond
Secretary
Claims Review Board

As per my discussion before the Claims Review Board this date, please prepare and direct a letter to the Electric Corporation offering as settlement the amount of $6,150 on the footing and the granting of a 12-day time extension in the amount of $1,200, or a total of $7,350.

As stated before the Board, I cannot recommend the cost of the extra payment for the sign bridges, inasmuch as we did everything within our power to assist the contractor in securing the bridges and meeting his time completion date.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Mr. R. L. Porter
Mr. F. B. Klaboe

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1969

SUBJECT: Murder Creek Section
Contract No. 7168

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A three-part claim developed on the subject project from the contractor, Electric Corp. The claim was originally in the total amount of $12,522.82.

The largest item is for increasing the size of the sign bridge footings (six of them) from what the contractor allegedly based his bid. The facts related to the basis of this footing change claim are the same as those involved in a request for time extension for the project which has already been considered. These facts are summarized in my attached December 4, 1968 Memo, copies of which were given informally to the Bureau of Public Roads in an effort to gain their approval of that part of the time extension. We were not successful in this request. The money basis of the claim and the proposed settlement is to cover the additional concrete, excavation, and conduit and anchorage hardware used in the footings built.

The second part of the claim concerns increased costs for the sign bridge structures. This is for fabrication, labor and materials for base plate stiffeners and additional materials cost for special support brackets. The Bridge Division has analyzed this item and recommended an adjustment in an amount greater than that shown as the second item of the proposed settlement Price Agreement.

The third item of the claim concerned additional time extension. We earlier recommended a total of 10 days extension. The Bureau of Public Roads concurred in only 3 days and this has been granted and reimbursement made to the contractor accordingly. As a result of a lengthy claim meeting with the contractor on June 11, the contractor agreed to a compromise of 12 additional days (for a total of 15 including the 3 already granted) which will leave 6 days in effect. Of the 12 days under consideration now, 7 were already recommended for the footing change. An additional 5 days can be justified by taking into account the fabrication of the base plate stiffeners which is the first part of the proposed settlement, and 1 day for painting, plus prorated allowance to account for weekends. This is covered in more detail in Mr. Wimer's June 17 report.

The total settlement, including 12 additional days time at $100 a day, would be $10,092.82. This will all have to be non-participating. The Bureau of Public Roads has steadfastly refused to recognize that the Union Metal plan is a proper basis for comparison with the actual construction. They contend that we had a right of acceptance or rejection of the contractor's version of a sign bridge and footing, even though the entire claim is based on changes from the Union Metal Company bidding plan which a special provision specifically permitted.

As you know, this project was prepared for bidding in an extremely short time and was contracted on an expedited basis. I understand that it was originally intended to do it as a State project. The settlement shown by the attached Price Agreement is recommended and we ask your approval. I assume the time extension portion of it would have to be presented as a separate matter to the Highway Commission for their specific approval. With your concurrence, we will prepare the necessary letter to the Highway Commission.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.

RECEIVED
JUL 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1969

Routing
Morgen
Decker
Bond
Walker
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 20 1969
CONSTRUCTION DIVISION

SUBJECT: Proposed Claim Settlement
Murder Creek Section
Pacific Highway
Contract No. 7168

To: John Bond
STAFF ASSISTANT

Reference is made to Jack Martin, your, and my June 11 meeting with Gene Fields, Electric Corporation; John Gardner, Fabricators, Inc.; and Clay Steinke, Salem Sand and Gravel. They are agreeable and I would recommend the following settlement:

Item	claimed Amount	Orig. Div. Off. Recommendation	Proposed Settlement	State Increase	Contractor Reduction
Sign Bridges	$ 2,742.82	$1,800.00	$ 2,742.82	$ 942.82	$ None
Footing Claim	7,980.00	5,700.00	6,150.00	450.00	1,830.00
Time Extension*	1,800.00	400.00	1,200.00	500.00**	600.00
	$12,522.82	$7,900.00	$10,092.82	$1,892.82**	$2,430.00

---

* Excludes 3 days ($300) approved at March 11, 1969 Commission meeting.

** Increase shown is based on the fact that F. B. Klaboe's January 16, 1969 letter to a R. E. Simpson recommended a 10 day extension of which 3 days were approved at the March 11, 1969 Commission meeting. This leaves 5 additional days ($500) to now be justified.

Basis for this recommendation is as follows:

Sign Bridge Claim (See my February 24, 1969 recommendation)

I had previously justified $1,800 but recommended only $1,000. The justified amount should be allowed. In addition, reviewing their claim item by item:

Sign Bridges S2, S3, and S4	Claimed	Recommended Previous	Recommended Presently
1) Anchor Bolts	$355.20	$355.20	$355.20
2) Special Sign Brackets	217.62	50.00±	217.62

Gardner explains this is for material only and promises to

		Recommendation	
	Claimed	Previous	Presently
document. These will be forwarded upon receipt. Recommendation is based on his being able to justify.			
3) Special Column to Baseplate Stiffeners. Our original recommendation was based on a quote that reasonably substantiates their claim whereas actually we are liable for their additional costs. Gardner is to furnish time cards which we will be unable to, and even with more timely notice could hardly substantiate. The $7.50 per hour shop rate is reasonable and there is no increase for large amount of overtime on this item.	$1,578.24	$1,128.00	$1,578.24
Sign Bridge S3 Only			
1) Install special sign support bracket. The planned brackets involved more field work and in terms of shop additions this is likely a relatively true claim. Overall it is not as clear cut. Even so, I would recommend it as not worth further argument because: a) we changed the plan b) they are asking only a 15 per cent mark up instead of the allowable 15 to 20 per cent c) our specifications don't clearly call for the sign bridge columns d) the Bridge Department has, in their own manner, justified the contractors total sign bridge claim.	211.50	none	211.50
2) Delay on sign support splice. We changed the plan necessitating this work so for reasons a, b, c and d, above is recommended.	22.50	none	22.50
Subtotal	$2,385.06	$1,533.20	$2,385.06
15% Addative	357.26	229.98	257.76
Total	$2,742.82	$1,800.00	$2,742.82

Footing Claim (See my November 19, 1968 recommendation)

After advising the prime and sub-contractor of our recommendation on this item, they werewilling to adjust their claim to $6,600.00. Following which they offered to split the difference or a $450 increase on our part. This is a reasonable settlement on a very controversial item. They argue our increase should be justified by allowing an addative for each of them. Our specifications preclude this, but I'm sure there is room in our unit prices, cleanup, and traffic control items to justify the new total to say nothing of being able to terminate the costs of further claims, discussions and reports.

Time Extension (See my December 13, 1968 recommendation)

You are quite familiar with this, having justified 10 days for Klaboe's Jaunary 16, 1969 letter to Simpson. The proposed settlement is based on splitting this and the 21 day overrun. This would require our allowing 15 days total or another 12 over the 3 the Commission authorized at its March 11, 1969 meeting.

Your recommendation covers 7 of these 12, leaving 5 which should be allowable because:

1) Sign Bridge Claim . . . . 2 days
It took nearly 190 hours to weld the special column to baseplate stiffeners. Even on extended working hours, this took about three days which allowing a 60 per cent rate of interference with contract time would justify two days.

2) Painting . . . . 1 day
The one day I had previously recommended is again recommended, but re-inforced by a claim of the contractor that late one Friday afternoon we were unable to have our inspector make a needed inspection. This interfered with their Saturday work.

3) Weekend time . . . . 2 days
The three days previously allowed and the above three days are really work days and not weekend days and should be expanded to calendar days.

4) The above fully justifies the presently claimed days. Possibly one or two more could be justified if needed because there is a possibility the footing claim should be pro-rated by costs as well as the weeks delay you cited.

Summarizing time is recommended as follows:

1)	Footing delay	7 days
2)	Relays	3 days
3)	Sign bridge claim	2 days
4)	Painting	1 day
5)	Weekend Time	2 days
	TOTAL	15 days

If you can secure the Claim Review Board approval of the above recommended settlement, it will save the expense of further protracted costly discussions and from the tabulation at the beginning of this report is a reasonable compromise substatiated within this report.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW:sjs

THIS REPORT IS PREPARED IN CONTEMPLATION OF
POSSIBI LITIGATION AND IS REGARDED A PRIVILEGED COMMUNICATION.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1968

SUBJECT: Murder Creek Section
Advance Warning Signs
Contract No. 7168

To:

MEMO TO THE FILES

The contractor has requested additional compensation for an alleged change in cost of sign support footings. This was a lump sum item (bid at $6,570) and covered by this special provision: "The design and size of the footings will be furnished to the contractor from the fabricator of the sign bridges." Contractor documents that he bid on the basis of a footing dimension secured by phone from a sign bridge supplier. The attached memorandum from L. E. George cites the changes that evolved from time of bidding to the actual construction.

Discussion of a basis for adjustment has led to a question of whether the footing the contractor based his bid on is a proper comparison to measure the change.

The special provision is literally very clear. I see no ambiguity in it. There are no qualifications stated requiring the footing to be adequate, or sound, or approved by the State. To require anything different than what the contractor could show was furnished by a sign bridge fabricator, one has to search for some applicable general specification, bearing in mind that a special provision takes precedence. It can be argued that the special provision, being listed under Article 505-1.1 takes precedence over only that article.

Article 5-4, second paragraph, has been mentioned as possibly applicable where it refers to "apparent silence" or "apparent omission" from plans and specs, then "best general practice is to prevail". In my opinion, there is no silence or omission here. There is a special provision and it is clear.

Article 7-1 requires that the contractor observe laws and regulations affecting conduct of work. I don't believe this would apply here. The question is not on conduct, but is one of design or quantity, and to my knowledge there are no laws or regulations pertaining to size or design of sign support footings as such.

Even if early installation had not been so important and no substitution of sign bridges had occurred, we would probably be in a claim situation anyway. If the State had objected to the footings, as bid, we would probably have been confronted with the same problem we have now.

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

Memo to the Files
December 4, 1968
Page 2

It is not apparent that the contractor tried to take advantage from the special provision by proposing [illegible] grossly inadequate footings. The bid footing (72" long by 30" wide by 60" deep) is not obviously fragile or underdesigned. This is a 2.7 cubic yard block of concrete weighing approximately 5-1/2 tons. I find no spec that states a limit of soil pressure for sign footings.

Article 5-3 Plans and working drawings. It is questionable whether we could require footing plans or make changes in a footing plan under this spec. This article states that necessary details to give a comprehensive idea of the construction contemplated will be furnished by the Department. The Department didn't do this so we would seem to be restricted as to what we could demand from the contractor under this article.

In my opinion, we are obligated to adjust for the change imposed on the contractor and the measure of the change is the bid footing compared with the actual construction.

John A. Bond
Construction Administration Engineer

JAB:fw

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MAY 28 1969
FORM E-30-X (12-67

FOR FILE

I 5-1(42) 54
7168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 26, 1969

SUBJECT: Murder Creek Signs
Contract No. 7168

To:
Mr. R. D. Asburry
Division Engineer
EAST SALEM HIGHWAY BUILDING

ATTENTION: Mr. G. W. Wimer

The contractor has made a three-part claim on this project as summarized in his April 18 letter. The time extension was formally submitted to the Bureau of Public Roads and they saw fit to participate in only 3 days time extension, so extension has been granted only in this amount leaving 18 days and $1,800 liquidated damages in effect, which is one part of the contractor's claim.

The other two claim items have been carried to the Bureau of Public Roads informally, with all of the pertinent material that we have been able to put together. The Bureau response has been negative on both parts.

We are, therefore, in the usual dilemma that results from such situations. We cannot approve a non-participating Interstate order. I do not believe we are in quite the proper position to carry the matter ourselves to the Claims Review Board because we are not in agreement with the contractor on what the amount of the adjustment should be on the sign footings nor on the time extension. The best course, therefore, seems to be to answer the contractor formally, declining all the claims. Please do so. He can then request a Claim Board review. The Claims Board can then make the final determination of the amount due, if any, on all three parts and can also make the determination whether this can be done non-participating.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
cc F. B. Klaboe ✓

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
APR 11 1969
FOR FILING

I-5-4(62) 234
7168

April 10, 1969

1837

The Honorable Edward N. Fadeley
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Fadeley:

The following data supplies the information requested by your letter of April 3:

Murder Creek Warning Signs

1. Date Completed: November 15, 1968.
2. Cost: Approximately $150,000 (financed with Interstate funds).
3. Signs are turned on from a switch panel in the Albany State Police office.
4. State Police report very satisfactory operation. Traffic slows down to the sign speed.
5. There are no other such signs in Oregon.
6. Accident record has been brought up to date. No other section of highway has a comparable record for multiple-vehicle rear-end collisions in fog.

Attached is an updated tabulation of accident data for the Murder Creek Section.

If we can supply any other information, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. B. Crandall

LEG:mk sr
Attachment

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
April, 1969

Accidents Caused By Fog Conditions
Interstate 5 - Highway #1
M.P. 65.00 to M.P. 68.50
3/1/67 to 11/30/68

M.P.	Date	Time	Type Coll.	Severity	Persons K	Persons I	No. Veh. Involved	Remarks
1967								
66.60	4/15/67	3:00 AM	RE	PD	0	0	2	Sbd car struck slow moving Sbd car.
66.10	4/19/67	4:00 AM	RE	NF	0	1	2	Nbd car struck Nbd truck stopped in traffic.
65.02	10/17/67	4:00 AM	RE	NF	0	1	2	Sbd tractor-trailer struck slow moving Sbd truck.
65.30	10/17/67	4:00 AM	RE	NF	0	2	2	Nbd truck struck Nbd car.
67.58	10/18/67	2:00 AM	RE	NF	0	2	2	Nbd truck struck slow moving Nbd tractor-trailer.
11 Mos. 1968								
65.40	2/29/68	8:00 AM	RE	NF	0	1	2	Sbd truck struck slow moving Sbd car.
65.00	3/20/68	7:10 AM	RE	F	1	17	25	Heavy Fog, chain accident, Sbd truck struck stopped Sbd car, struck by Sbd car & Sbd truck-trailer; other Sbd veh involved.
65.10	3/20/68	7:10 AM	RE	F	2	8	19	Heavy Fog, chain accident, Nbd tractor-trailer struck stopped car pushing it into veh. stopped for or involved in chain acc. car burned
66.67	11/19/68	8:00 PM	RE	PD	0	0	2	Nbd tractor-trailer struck Nbd car stopped for another vehicle.

HOME ADDRESS
EDWARD N. FADELEY
260 SUNSET DRIVE
EUGENE, OREGON 97403

LANE COUNTY
POSITION NO. 1

COMMITTEES
CHAIRMAN:
MILITARY AFFAIRS
VICE CHAIRMAN:
AIR AND WATER QUALITY CONTROL
MEMBER:
JUDICIARY
LOCAL GOVERNMENT

OREGON STATE SENATE
SALEM, OREGON
97310

.8671

REFERRED TO
Wolfe
STATE HIGHWAY EN
Draft Please

April 3, 1969

Forrest Cooper
State Highway Engineer
Highway Department
Salem, Oregon

Dear Mr. Cooper:

This letter is a request for information about the Albany-Murder Creek Section of Interstate 5.

On what date were those large structures erected across the highway? How much did it cost to erect them? How are they turned on? Are they working satisfactorily? Are there any others like them anywhere else in Oregon?

On May 1, 1967, you sent me a summary of accidents that occurred under fog conditions on the Albany-Murder Creek section of Interstate 5. I still have that summary. Can you bring it up to date for me?

Is there any other comparable stretch of highway in Oregon that has so many rear-end collisions?

Thank you for giving me this information.

Sincerely,

Edward N Fadeley
EDWARD N. FADELEY

ENF/npf

Porter

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APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1969
FOR FILING

I-5-4(62)234

7168

March 31, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $300 will be made to Electric Corp. on Contract No. 7168 for advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $131,276.68 including the post-final payment. Of the total $341.44 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Electric Corp.
1375 13th Street, S.E.
Salem, Oregon 97302

R. D. Asburry
C. H. Maison
Attn: John Herr

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APR 22 1969
FOR FILING

I-5-4(62)234
7168

C

March 11, 1969

#4

Electric Corp.
1375 13th Street, S.E.
Salem, Oregon 97302

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 7168 on the Murder Creek Section of the Pacific Highway in Linn County.

After careful consideration, the Commission granted you an increase of three calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
L. L. MacIntyre
F. D. Morgan
C. E. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7168 Contractor Electric Corporation

Highway Pacific

Section Murder Creek

Kind of Work Advance Warning Signs

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

An extension of 7 calendar days is justified due to a change in footing plan which required two separate stages.

An extension of 3 calendar days for re-wiring sign relays is justified.

Recommended for Approval:

Division Engineer

John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

F B Klaboe
Assistant State Highway Engineer

Contract No. 7168

Project designation I-5-4(62)234
State-Federal

Date awarded August 28, 1968

Work started September 25, 1968

Per cent completed 100% 11-15-68
Date

No. of ~~Workdays~~ Calendar Days Allowed 45

No. of ~~Workdays~~ Calendar Days Used 66

No. of Added ~~Workdays~~ Calendar days Requested 10

State Printing 27020

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDER DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 6, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 45 days to 66 days, within which to complete our Contract No. 7168, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Delay in obtaining footing drawings and negotiating sizes.
2. Equipment deliveries on items such as sign relays which were decided on decided on after the contract award.
3. Weather conditions - State police require 1-mile visibility before restricting traffic
4. Weather conditions have delayed factory painting of the 82' and 90' bridge spans, we are having made to replace the two O.S.H.D. bridges used on the project.

Respectfully submitted,

ELECTRIC CORP.
Contractor

By Byron Simonson

CONSENT OF SURETY

Date Nov 6, 1968

We, General Insurance Company of America Seattle, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S A Barse
Attorney-in-fact

Huggins Insurance Agency
S A Barse
Resident Agent

(SEAL)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 21, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

[illegible] E. [illegible]
1-22-69

SUBJECT: Oregon Project I-5-4(62)234
Murder Creek Section - Pacific Highway
Request for Time Extension

Your January 16 letter advised of a time extension request of 21 calendar days from Contractor Electric Corporation. You felt that 10 calendar days were justified and requested our concurrence in same.

The first item which you felt justified an extension of seven days was directly related to the sign bridge footing design furnished the contractor by the State. The footings are also the subject of a claim for added compensation which we have discussed informally with members of your staff. Basically it has been our position that the contractor was obligated to furnish footings adequate for the sign bridges which he bid. We understand the substituted sign bridges did not have a significant effect on the size or design of the footings or the claim and the substitution was approved with the understanding that participating project costs would not thereby be increased.

Without specific wording to that effect, the specifications as modified by the Special Provisions, which provided for fabricator-furnished footing designs, implied that footings adequate to support the sign bridges would be required. A 30 pound wind load design and reference to AASHO Sign Bridge Criteria were covered in the related section in Steel Sign Structures, Section 510. Articles 4-1 and 5-4 of the General Specifications covering general intent and interpretation of the specifications would also appear to apply here.

The second item, for which you propose an additional three days, involves the relay wiring covered under approved Price Agreement No. 5 and appears to be justified.

Therefore, we are able to concur in extending contract time on this project by a total of three calendar days.

[illegible] H. Bond
[illegible]
1-22-69

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 16 1969

I-5-4(62)234
7168

January 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Murder Creek Section
Pacific Highway, Project No. I-5-4(62)234

We have received from Electric Corporation, contractor on this project, a request for an increase of 21 calendar days. The contractor's request is based on the following reasons with our evaluations:

1. "Delay in obtaining footing drawings and negotiating sizes." No footing plan was included in the contract documents. The special provisions required that the design and size of the footings be furnished to the contractor from the fabricator of the sign bridges. The sign bridges were specified to be certain specific Union Metal Manufacturing Company designs or approved equal. The contract was set up in this way to expedite early bidding and early construction by allowing structures that were thought to be readily available. This did not prove to be true and the State provided footing plans to the contractor and also subsequently entered into an arrangement with him whereby two of the sign bridges were furnished by the State from stockpile to be replaced later by the contractor.

The calendar day count commenced September 11, 1968. The first State footing plan was sent to the contractor the next day, September 12, and a simpler modified plan was given to the contractor on September 24. Mobilization on other items was under way during this time and we doubt that the timing in presenting the State plan caused a delay, but another aspect of it merits consideration.

The plan the contractor apparently based his bid on was a simple rectangular shape that could have been poured in one operation. The State plan required two separate pours because it involves a spread footing with a smaller stem arising from it which is formed and poured separately. All six of the spread footings were poured on October 8. All six of the stem sections on these footings were poured one week later on October 15. The contractor worked on the intervening days on a variety of items, but including continuous work on the forming and steel placement on these stems. Rain caused water to collect in the hole slowing progress. We recommend an extension of 7 days for this reason.

2. "Equipment deliveries on items such as sign relays which were decided on after the contract award." We assume the contractor refers to two changes or additions to relays here. A State sketch for an additional relay installation to provide a "lock-out" circuit to prevent two zeroes being illuminated at the same time was sent to the contractor on October 3. The first sign was installed October 30. However, our Signal and Illumination Engineer advises that the signs could have been erected first with the relays installed later. Furthermore, any delay from this reason would appear to be concurrent with the time recommended above. A more valid reason for time is closely related to this item and concerns a change in the relay wiring which was covered by a later Price Agreement (No. 5). This rewiring started November 11 and was completed November 13. Extension for these 3 days is recommended.

3. Weather conditions - one mile visibility restriction for obstructing traffic. We cannot confirm that any delay to the contractor occurred for this reason and, at any rate, no delay in traffic interference work was ordered by our people.

4. Weather conditions delaying factory painting of the two replacement sign bridges. The delivery of the last replacement bridge to the State yard was made on November 15 which is the actual completion date of the project. The work at the contract scene controlled up to November 14. Since this was shop painting, we question the influence of weather and, besides, the painting in lieu of galvanizing was done to save time. No extension is recommended for this reason.

The two reasons listed above which we believe justify an extension amount to 10 calendar days. It is our recommendation that an extension of 10 calendar days be granted and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
R. D. Asburry
V. L. Gallagher

JAB/DES:fw srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1969

SUBJECT: Request for Time Extension
Murder Creek (Advance Warning Signs)
Contract No. 7168

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Electric Corporation, contractor on the subject project, has requested an increase of 21 calendar days which would, in effect, delete all liquidated damages on this project. These damages accrue at the rate of $100 per day for a total of 21 days which elapsed following the expiration of the 45 days allowed (October 25, 1968) until actual completion on November 15, 1968. The contractor cites four reasons which we will discuss separately as follows:

1. "Delay in obtaining footing drawings and negotiating sizes." No footing plan was included in the contract documents. The special provisions required that the design and size of the footings be furnished to the contractor from the fabricator of the sign bridges. The sign bridges were specified to be certain specific Union Metal Manufacturing Company designs or approved equal. The contract was set up in this way to expedite early bidding and early construction by allowing structures that were thought to be readily available. This did not prove to be true and the State provided footing plans to the contractor and also subsequently entered into an arrangement with him whereby two of the sign bridges were furnished by the State from stockpile to be replaced later by the contractor. (These same facts concerning the footings are the basis of a claim for additional compensation which is pending. The contractor claims the State-supplied plan footing was more costly than the one upon which he based his bid.)

The calendar day count commenced September 11, 1968. The first State footing plan was sent to the contractor the next day, September 12, and a simpler modified plan was given to the contractor on September 24. This is the plan actually followed. The Division 2 office has made a detailed study of the dates and progress involved on this item and it is their conclusion, in which we concur, that the contractor was not delayed by the timing of the submission of the plan itself.

In our analysis on this reason, we believe there is a different aspect of it that does merit some extension. The plan the contractor apparently based his bid on was a simple rectangular shape that could have been poured in one operation. The State plan required two separate pours, because it involved a spread footing with a smaller stem arising from it which is formed and poured separately. All six of the spread footings were poured on October 8. All six of the stem sections on these footings were poured one week later on October 15. The contractor worked on the intervening days on a variety of items, but including continuous work on the forming and steel placement on these stems. Rain caused water to collect in the holes slowing progress. We recommend 7 days time extension for this reason.

2. "Equipment deliveries on items such as sign relays which were decided on after the contract award." We assume the contractor refers to two changes or additions to relays here. A State sketch for an additional relay installation to provide a "lock-out" circuit to prevent two zeroes being illuminated at the same time was sent to the contractor October 3. The first sign was installed October 30. However, our Signal and Illumination Engineer advises that the signs could have been erected first with the relays installed later. Furthermore, any delay from this reason would appear to be concurrent with the time recommended above. A more valid reason for time is closely related to this item and concerns a change in the relay wiring which was covered by a later Price Agreement (No. 5). This re-wiring started November 11 and was completed November 13. Extension for these 3 days is recommended.

3. Weather conditions - one mile visibility restriction for obstructing traffic. We cannot confirm that any delay to the contractor occurred for this reason and, at any rate, no delay in traffic interference work was ordered by our people.

4. Weather conditions delaying factory painting of the two replacement sign bridges. The delivery of the last replacement bridge to State yard was made on November 15 which is the actual completion date of the project. The work at the contract scene controlled up to November 14. Since this was shop painting, we question the influence of weather, and besides, the painting in lieu of galvanizing was done to save time. No extension is recommended on this reason.

The time recommended above would amount to 10 calendar days. An extension in this amount is recommended. This will leave 11 days liquidated damages amounting to $1,100. This is a Federal-aid Interstate project and a rough draft letter to the Bureau of Public Roads is attached.

The question of the adjustment for the sign footing sizes has also been submitted to the Bureau of Public Roads informally and, at this time, their position on participation in it has not been decided. It is closely related to the time recommended under Item 1 above. We therefore believe their position on both will be consistent.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.
cc Tom Edwards
cc V. L. Gallagher

RECEIVED
JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1969
FOR FILING

I-5-4(62)234
7168

March 7, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1968, on Contract No. 7168. The contract was with Electric Corporation and was for the installation of advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This mater will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Merchant
F. B. Crandall
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

3-7
Surety letter
written
fn

RECEIVED
MAR 10 1969

FOR FILING

I-5-4(62)234
7168

March 7, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7168 awarded to Electric Corp. for advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County was completed on November 15, 1968, and accepted by the Highway Commission on March 7, 1969.

Final payment in the amount of $6,537.25 will be released to the contractor after March 14, 1969. The total contract amount is $130,976.68 including $341.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Electric Corp.
1375 13th Street, S.E.
Salem, Oregon 97302

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 6 - 1969
FOR FILE

I-5-4(63)234
1164

March 6, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 4
March 11, 1969 meeting

Gentlemen:

Electric Corporation, contractor on the Murder Creek Advance Warning Signs project on the Pacific Highway in Linn County, Contract No. 7168, has requested an increase of 21 calendar days. The contractor's request is based on a delay in obtaining footing designs, changes in the wiring for the signs, a restriction requiring certain visibility limits based on weather conditions, and adverse weather delaying factory painting of two replacement signs.

The footing design was clarified within two weeks after the day count started on the project. Another eight days elapsed before the contractor started work on them, and other work was available during this interval. We cannot confirm that a delay was imposed. A late change in wiring of relays was ordered and required three additional calendar days to complete.

No apparent delay to the contractor occurred as a result of restricted visibility and no interruption was ordered by the State. The replacement sign bridges were shop painted and weather conditions did not delay this work. The contract was completed on November 15, 1968.

I recommend that the calendar days be increased by three which will reduce the liquidated damages leaving $1,800 outstanding. This is a Federal-aid Interstate project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
R. D. Asburry

JAB:DES:fw fn

WPC-20

RECEIVED
FEB 14 1969
FOR FI

[illegible]

OREGON STATE SANITARY AUTHORITY
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

NOTED
R. L. PORTER

February 11, 1969

Mrs. E. W. Burck
Route 2, Box 6
Albany, Oregon 97321

Dear Mrs. Burck:

Thank you for your letter of February 4th, which was forwarded to us by Mr. R. L. Porter of the Oregon State Highway Department.

Wah Chang Corporation and Duraflake Company, major sources of air pollution in the vicinity of Western Kraft, are under the jurisdiction of the Mid-Willamette Valley Air Pollution Authority, 2585 State Street, Salem, Oregon 97310. Mid-Willamette Valley Air Pollution Authority has completed a detailed survey of these sources, and Wah Chang has signed a schedule for compliance by December 1969. On November 14, 1968, the Sanitary Authority denied the extension of a variance beyond December 31, 1969.

The views you have expressed in your letter are similar to those expressed by this office, and we have continued to emphasize the need for air pollution control of all sources in this area.

Very truly yours,

H. M. Patterson, Chief
Air Quality Control

HMP:h

cc: Mid-Willamette Valley APA
R. L. Porter

RECEIVED
FEB 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Form 30—5M—7-68 SP*41686-237

TIME 10:50 A.M.

Place Albany

Subject FOG & SMOKE CONDITIONS.

OFFICER'S REPORT

OREGON STATE POLICE

No.

County Linn

February 10, 1969

HWY INTERSTATE 5 MILE POST 65-66

Refer to : Previous reports re smoke and fog on Hwy I 5 in this area.

At 4:05 A.M. date smoke from local Industrial plants and fog settled in the area between the Kraft Plant and Knox Butte interchange. Visibility got to a minimum of 50 feet and the area was approximately 600 feet thru.

The fog warning signs were turned on at Knox Butte North Bound lanes and Kraft Plant South Bound lanes, with speed set at 50 MPH. The condition gradually improved until at 6:52 A.M. visibility was good and the signs were turned off.

Traffic was very light during this time and it was necessary to add only one patrol car , so that there were two cars operating in that area.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

R. C. White

150-23 Robert C. White, 2nd Lieutenant

Form 3a—25M—7-68 SP*41696-237

Jcw

No. ....

OFFICER'S REPORT

OREGON STATE POLICE

TIME 3:34 P.M.

County Linn

Place Albany

February 5, 1969

Subject FOG CONDITIONS - INTERSTATE 5

INTERSTATE 5 - MP 64-68

Refer to previous reports - subject - smoke and fog conditions on I-5.

During the early morning hours of this date a fog condition settled in the area along I-5 from the Santiam River south to the Eugene area.

By 6:30 A.M. the visibility in the Albany area had dropped to less than 500 feet. The fog control signs were activated at that time with the speeds set at 50 MPH. At the same time four additional patrols were sent into the area to augment the one patrol already there, making a total of five patrols in the area. At 6:38 A.M. visibility had dropped to about 200 feet or less in the area of sign #1 (Hwy. 20 Interchange) and sign #4 (Kraft Plant) partly due to smoke mixed with the fog. The speeds on these two signs were reduced to 40 MPH. At 6:52 A.M. visibility had improved enough to place all speeds at 50 MPH again.

By 8:00 A.M. the fog conditions had improved to where visibility in the area was well over 1000 feet and the signs were deactivated. The extra patrols were pulled out at that time also.

A fog condition with restricted visibility persisted for some time in the area south of Hwy. 20 Interchange to the Eugene area. This area is south of that controlled by the signs.

There were no accidents and no citations issued for persons exceeding the speeds indicated. It was noted that traffic obeyed the indicated speeds and those vehicles that had approached the signs at a speed higher than indicated at once slowed to the indicated speed upon reaching the signs.

Charles B Conaway

33-23 Charles B. Conaway, 2nd Lt.

Form 3a—25M—2-68

Time 1:16 P.M.

Place Albany

Subject FOG CONDITIONS - INTERSTATE 5

OFFICER'S REPORT
OREGON STATE POLICE

No.

County Linn

January 20, 1969

INTERSTATE 5, MP 64 - 68

Refer to previous reports - subject - smoke and fog conditions on I-5.

A fog condition settled into the Albany area at about 5:15 P.M. on January 19, 1969 and traffic patrols in the area kept close watch on the amount of visibility.

At 10:25 P.M. Officer Barron called the writer at home to advise that the conditions were getting worse and though the patrols in the area reported there was still 500 feet visibility, the office had received many calls from citizens asking why the fog signs were not in operation.

The writer arrived at the patrol office at 10:32 P.M. just as the patrol was reporting by radio that the visibility from View Crest south throught Hwy. 20 Interchange had decreased to about 300 feet. The writer activated all the signs at this time with the speed indicated at 40 MPH.

During the rest of the night the fog condition prevailed in the area with first one area and then another becoming denser and then lighter as the slight wind shifted. Visibility varied from 200 feet to over 500 feet during the night and the fog stayed generally in the area from South Jefferson Junction to the Freeway Lakes south of Albany.

By 5:00 A.M. January 20, 1969 the fog had lifted in the area to where visibility was well over 1000 feet and the signs were all turned off.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

Charles B Conaway

33-23 Charles B. Conaway, Sgt.

Form 3a—20M—1-67

Jcw

Time ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place Albany

County Linn

Subject FOG AND SMOKE CONDITION

January 2, 1969

INTERSTATE 5, MP 64-68.

Refer: Previous reports relating to above mentioned subject:

At 5:34 A.M. on January 2, 1969, visibility dropped to 150 to 200 feet in the area between highway 20 interchange and south Jefferson Junction. The lights were activated with the sign at highway 20 being set at 40 MPH, the signs at Knox butte and Murder ck. set at 30 MPH. Fog existed on north to the Santiam bridge so the south bound signs were not activated until 5:58 A.M. at which time the signs at Kraft Plant, View Crest and Deaver-Conner were set at 30 MPH.

At 6:18 A.M. visibility had improved in the area from highway 20 north to the Kraft plant with visibility up to around 300 feet prompting the change of speed on the signs at highway 20, Knox Butte north bound being changed to 40 MPH. At 6:50 A.M. visibility lifted to a point north from highway 20 to Deaver-Conner to about 700 ft. so all signs were set at 40 MPH.

At 7:38 A.M. visibility all through the area from highway 20 to Deaver-Conner remained at about 600 ft. so all signs were set at 50 MPH.

At 8:20 A.M., smoke from local industrial plants started blowing in an easterly direction across the freeway causing an additional visibility problem. This was primarily caused by smoke from Wah Chang causing a visibility problem in the area of Knox Butte to Murder Ck. Signs 2 and 4 were activated setting speeds at 50 MPH. These are the Knox Butte sign north bound and Kraft Plant south bound. This condition remained until 10:00 A.M. at which time all signs were turned off with visibility being in excess of 1,000 ft.

Traffic moved smoothly through the area and generally traveled close to the speeds indicated on the signs.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

James A Hamer

251-23 James A Hamer, Cpl.

Jpw

Form 3a—25M—2-68

Time 4:30 P.M.

OFFICER'S REPORT
OREGON STATE POLICE

No.

Place Albany

County Linn

Subject SMOKE CONDITIONS HWY I 5 -Supp.-

December 19, 1968

INTERSTATE HWY I 5 , MP 64 - 65

Refer to : Writers report dated December 6, 1968, re smoke conditions at this location on December 4, 1968 at 3:28 P.M.

Officer Robert Rissman was directed to the area and took photographs. At the time the photographs were taken the smoke from the Kraft Plant has raised some, but as can be seen in the photographs was still well down on the pavement from the short stacks (not visible in pictures) at the South end of the plant.

Copies of photographs are forwarded to General Headquarters , with original of this report.

R. C. White

150-23 Robert C. White, 2nd Lt.

Form 30—25M—2-68

Time 4:40 P.M.

OFFICER'S REPORT

OREGON STATE POLICE

Jaw

No.

Place Albany

County Linn

Subject SMOKE CONDITIONS HWY I 5 -Supp.-

December 19, 1968

INTERSTATE I 5 , MP 64-65

Refer to : Writers original report dated December 10, 1968 re smoke conditions at this location, on that date.

Corporal James Hamer was dispatched to the scene and took photographs of the smoke from the Kraft Plant. As the photos clearly show, the smoke and steam from the lower stacks at the South end of the plant are causing a very definite traffic hazard. In this instance there was no fog involved.

Copies of photographs are forwarded to General Headquarters, with original of this report.

R. C. White

150-23 Robert C. White 2nd Lieutenant

I-5-4 (62) 234
7168

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Murder Creek

WEEK ENDING: December 21st. 1968

SECTION PREFIX: 633 632-1030

HIGHWAY: Pacific Highway I(5)

COUNTY: Linn

NAME OF JOB: Murder Creek

KIND OF WORK: Advance Warning Signs

CONTRACTOR: Electric Corporation

CONTRACT NUMBER: 7168

FEDERAL AID PROJECT NUMBER: I-5-4(62)234

DATE OF CONTRACT: Aug ust 28th. 1968

DATE WORK STARTED: September 25th. 1968

ESTIMATED COMPLETION DATE: November 15th. 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 45

CALENDAR DAYS USED: 66

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 147

PROJECT AUTHORIZATION: $ 151,800.57

EXCLUSIVE OF ENGINEERING: $ 139,763.52

ENGINEERING AUTHORIZATION: $ 12,037.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,763.52

ENGINEERING COST TO DATE: $ 9,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 75 %

DATE PROJECT WAS COMPLETED: November 15th. 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Semi final estimate delivered to the Division Office December 17th.1968
Contract work is considered complete- FINAL REPORT FROM FIELD

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	Santiam O-Xing	Sign Bridges				View Crest O-Xing		Dever Conner O-Xing
BRIDGE NO.	1108+40 S-1	1024+00 S-2	958+15 S-3	940+10 S-4		873+50 S-5		767+60 S-6
PERCENT	100	100	100	100		100		100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Showers of Rain and snow			
TUESDAY	Showers of Rain and Snow			
WEDNESDAY	Snow showers			
THURSDAY	Cloudy-Cold			
FRIDAY	Cold			
SATURDAY	Cold (Est)			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
DEC 23 1968
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work on project
MONDAY	No work on project
TUESDAY	No work on project
WEDNESDAY	No work on project
THURSDAY	No work on project
FRIDAY	No work on project
SATURDAY	No work on project

REMARKS

Semi final estimate turned in to Division Office December 17th. 1968

FINAL REPORT

J.Martin

SIGNED J.M.Martin, Asst Res Eng. LOCATION CORVALLIS
L.L.MacIntyre, Resident

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
DEC 20 1968
FOR FILING

I-5-4(62)234
7861

Klabor

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 16, 1968

In reply refer to: 08-35.DA-2

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

B.H. Brooks

12-23-68
REFERRED TO
Morgan - Young
STATE HWY. ENGR.
w/enc.

SUBJECT: Oregon Project I-5-4(62)234
Murder Creek Section, Pacific Highway
State Force Order No. 1

Approval in using two State furnished sign bridges for the Murder Creek Project was requested in your November 26, 1968 letter. By October 22 memorandum we had advised that we would approve such an order or Price Agreement.

We are approving, effective October 22, 1968, furnishing of State-owned 82-foot and 90-foot sign bridges for incorporation in the subject project as being in the public interest under the provisions of PPM 21-6.2 and PPM 21-6.3 for the following reason:

> To protect lives and property it was of the utmost importance to make the advance warning signs operational at the earliest practicable date. Furnishing two bridges from maintenance stock allowed earlier completion and use of the signs. Use of the signs because of dense fog was made prior to final completion of the project.

Substitution of the two State furnished sign bridges shall not increase the participating cost of the project. This order in the total amount of $8,900.00 is approved for participation with the understanding a like amount is to be credited to the project because of the two replacement sign bridges being placed in State Maintenance Stores under Price Agreement No. 2 which covered the substitution and replacement.

A signed copy of the order is returned herewith.

Attachment

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I CONCUR: Ralph M. Phillips, Regional Admin.

BY: ______________________________
Jim O'Hearne, Chief, Construction and
Maintenance Division

DATE: ______________________________

2 copies of State's letter dated November 26, 1968
2 copies October 31 letter and attachments
2 copies of approval letter to State, dated December 16, 1968
1 copy State Force Order No. 1

RECEIVED
DEC 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-166—5M

71

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 2[illegible] 1968 By
Title Dist. Engineer
U.S. Bureau of Public Roads

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Murder Creek Date October 30, 1968

Highway Pacific Contract No. 7168 F. A. Project No. I-5-4(62)234

County Linn Prefix 622-1030 Account No. 210-01

Description of Work To Be Done:

State to furnish 82' and 90' sign bridges at its Sign Department stockpile in Salem.

Location by Station Numbers:

For use on contract at:
82'0" Sign Bridge at Station 940+10 Rt.
90'0" Sign Bridge at Station 1024+50Lt.

Estimate of Quantities and Costs:

Order covers participating costs only as follows:

1-82' Sign Bridge	$4,380.00
1-90' Sign Bridge	$4,520.00
TOTAL	$8,900.00

Explanation:

To expedite project State to allow contractor to use above described sign bridges as specified in Price Agreement No. 2. Contractor will subsequently replace above described sign bridges with those he is having prepared for Bid Items 3 and 4.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$151,800.57
Present estimate of project cost, including $8,900.00 for work under this order	$151,800.57
Expected under-run over-run (amount)	$None
Expected under-run over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. McIntyre, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer XXX XXXXXXXXXX

Approval Recommended: /s/ Gerald Wimer, Asst Division Engineer

Approved: /s/ F. D. Morgan XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXXX Constr[illegible]

Form 3a—25M—2-68

Time 11:35 A.M.

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Albany

County Linn

Subject SMOKE CONDITIONS - HWY. I-5

December 10, 19 68

INTERSTATE I-5, MP 64-65

Refer to previous reports - subject fog and smoke conditions on Hwy. I-5.

At 8:04 A.M. date, Officer Cottingham called this office reporting that the smoke from the Kraft Plant was blowing down on the highway, causing visibility to be limited to about 50 feet.

Writer arrived at the scene at 8:15 A.M. after turning the warning signs all on 50 MPH except at Dever Conner. Upon arrival writer found that the smoke from the Kraft Plant was still blowing down on the freeway, involving both north and south bound lanes. The smoke was coming mainly from the low stacks at the south end of the plant. Smoke from the high stack was not involved, it was blowing near horizontal.

There was a light wind blowing from the west and blowing the smoke and steam directly east toward Knox Butte and it was crossing north of the Freeway Shell Service Station, which is located just southeast of the Kraft Plant.

Visibility was varying down to 50 feet and to 300 feet through, changing every 2-3 minutes. Outside of this area, visibility was nearly unlimited. It was raining moderately, clouds were well above the top of the high stack, approximately 500 feet.

At 8:40 A.M. the smoke raised to above 50 feet off the highway and the signs were turned off.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

R C White

150-23 R. C. White, 2nd. Lt.

Form 3a—25M—2-68

Time 4:50 P.M.

Place Albany

Subject SMOKE CONDITIONS H WY I 5

OFFICER'S REPORT

OREGON STATE POLICE

No.

County Linn

December 6, 1968

INTERSTATE HWY I 5, MP64-65

Refer to : Previous reports subject Fog conditions on Hwy I 5.

At 3:28 P.M12-4-68a phone call was received at this office from the driver of the Lebanon Ambulance that visibility was down to below 25 feet at Murder Creek, due to smoke. Writer immediately went to the area after turning on the Slow signs to an indicated speed of 40 MPH North Bound lanes at Hwy 20 and at Knox Butte, and South Bound lanes at View Crest and Kraft Plant.

Upon arrival at the Murder Creek area at 3:35 P.M. I found that smoke and steam from the Kraft Plant was blowing directly down on the Highway, that it raised and lowered with the breeze, changing visibility from approximately 200 feet to 1,000 feet every 2-3 minutes. Signs at above listed areas were changed to 50 MPH.

The smoke from the Kraft Plant high stack was blowing nearly horizontally directly east and not dropping, but the smoke from the stacks North and South ends of the plant were dropping directly onto the Freeway, particularly the South bound lanes.

At the time the weather was very heavy rain with very low clouds, (approx 500 feet) the clouds were well above the top of the high stack at this time.

Except for heavy rain, visibility North and South of the area is unlimited. It is still daylight but practically all the vehicles are running with headlights. By 4:45 P.M. the smoke was staying well up off the Highway and the signs were turned off.

One car in addition to writer remained in the area until the smoke raised.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

R. C. White

150-23 Robert C. White, 2nd Lieutenant

Form 3a—25M—3-66

Time ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place Albany

County Linn

Subject FOG AND SMOKE CONDITIONS, Hwy. I-5:

December 6, 1968

INTERSTATE HIGHWAY 5, MP 64-65:

Refer: Previous reports on same subject and conditions on I-5:

At 2:05 A.M. date, fog settled in north of Albany on Interstate 5 limiting visibility to about 600 ft. Signs at highway 20, Knox Butte, Murder ck. Kraft plant and Viewcrest were activated with speed set at 50 MPH. At 2:28 A.M., visibility had improved and signs at Highway 20, Knox Butte, Murder Ck. and Kraft plant were turned off and only the south bound sign at View crest left on. At 3:12 A.M., all signs were turned off and visibility very good.

At 6:45 A.M., fog was again in the area and smoke from the plants north of Albany settled in the area limiting visibility to about twenty five feet at times. Signs 3 and 4, Murder Ck, northbound and Kraft plant south bound, were turned on with speed set at 50 MPH. Writer was advised of the condition and was in the area at 7:00 A.M. Smoke continued across the freeway and generally caused visibility to be around 300 ft. At 7:01, the signs north bound at Knox Butte and Murder ck. were activated, south bound signs at View crest and the Kraft plant were activated with speeds set at 50 MPH. Patrol untis were placed on each end of the limited visibility area to keep motorist at the desired speed. At 8:22 A.M. signs at Knox butte north bound and Kraft plant south bound were left on, the others turned off. At 8:55, visibility in the area was at about 1,000 ft. so all signs were turned off.

There were no accidents and no citations issued for persons exceeding the indidated speeds thru the area.

James A Hamer

251-23 James A Hamer, Cpl.

114

Jcw

Form 3a—25M—2-66

Time 11:40 A.M.

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Albany

County Linn

Subject SMOKE CONDITION ON HWY I 5

December 4, 1968

INTERSTATE HWY I 5 , MP 64-65

Refer to : Previous reports subject Fog Conditions on Hwy I 5.

At 3:07 A.M. date writer was advised by the Albany office that our I 5 patrol (Officer Dunbar) reported smoke from the Kraft Plant, Wah Chang Corp. and Dura Flake Co blowing onto the Freeway in the vicinity of Murder Creek and visibility was down to 25-30 feet. It was approximately 100 feet through, no fog involved. Slow signs were activated in the North Bound lanes at Hwy 20, 50 MPH, North of Knox Butte 30 MPH. In the South Bound lanes at the Kraft Plant 30 MPH, at View Crest 50 MPH. The condition gradually improved so that by 6:51 A.M. all signs were turned off. During this time traffic was very light and it was necessary to keep only the one car in the vicinity to control the traffic and advise the office of settings for the signs. The short distance through the smoke also lessened the hazard.

There were no accidents and no citations were issued for persons exceeding the speeds indicated.

R. C. White

150-23 Robert C. White, 2nd Lieutenant

RECEIVED
DEC 6 - 1968
FORM E-30 (12-67)

FOR FILING

I5-4162-51
1168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
December 3, 1968

SUBJECT: Murder Creek Fog Sign Project

To: F. D. Morgan
Construction Engineer
BUILDING

As a result of a recent discussion with John Bond of your office, it is felt that this letter might act to document the events involved in the contractor's claim for additional compensation for the concrete footings on the Murder Creek Fog Sign Project.

Due to the extreme urgency and short time limit available during the design stages of the project, the Special Provisions were written such that the contractor was to use a specific model of a Union Metal sign support or an approved equal. The Special Provisions further stipulated that the contractor was to furnish the design of the sign structure footings. These Special Provisions did not provide for the ability of the State to determine the adequacy of the design.

During the bidding stages of the project, the Union Metal Company through its authorized representative furnished a footing size to the successful bidder. The successful bid was based on the size of footing furnished by this manufacturer's representative. Subsequent to the award of the contract, the Highway Department elected, because of the critical time element, to furnish the contractor not only a different design of sign structure, but also a different design of footing. The difference between the footing necessary to support the Highway Department sign structure and the footing quoted by Union Metal's representative forms a basis for the contractor's claim.

I personally contacted the Union Metal representative to determine if he had in fact supplied a footing size to the contractor during the bidding stages of the project. It was indicated to me verbally that a size had been given to the contractor via telephone. At the time of my discussion with the Union Metal Company, they were not willing to

NOTED
TOM EDWARDS

make a statement in writing to this effect. Based on this contact, I would suspect that they would be completely unwilling to provide any design plan which the Bureau of Public Roads is now requesting as a result of our request for participation.

In my opinion, the contractor, who acted in good faith throughout all of the transactions, has been placed at a disadvantage financially. It is the recommendation of this office that an equitable amount be allowed to the contractor regardless of whether or not Federal participation is approved.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards

RECEIVED
DEC 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form 3a—25M—2-66

Time ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place Albany

County Linn

Subject FOG CONDITIONS

November 28, 1968.

I INTERSTATE 5, MP 64 - 68

Refer: previous reports regarding above subject:

At 2:35 A.M. date, fog settled in the area north from highway 20 with visibility at about 400 feet. At 4:04 A.M. it was reported to be 1,000 feet. At 4:50 A.M., it had dropped to 300 feet at which time writer was advised and proceeded to the area. The signs at highway 20 northbound and View crest south bound were activated and set at 50 MPH.

At 5:14 A.M., the fog lifted to where visibility was 400 to 500 feet, then at 5:21 A.M., the visibility again dropped to 400 feet or less. At this time, the area had extended north to Deaver-Conner rd. so that sign was activated with and indicated speed of 50 MPH. The sign at View crest was turned off leaving one sigg in each direction going. Conditions to the north and south of the Albany area varied from 500 ft. to 1,000 ft. except toward Eugene where spots were down to about 100 ft.

Signs were left activated at highway 20 north bound and Deaver-Conner south bound until 9:40 A.M. at which time visibility was reported to have lifted to about 1,000 ft and better.

James A Hamer

251-23 James A Hamer, Cpl.

RECEIVED
DEC 10 1968
FOR FILING

1859

I-5-4(62)234
7168

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Contract 7168
Prefix 622-1030
FAP I-5-4(62) 234

Dear Sir:

All work under Contract No. 7168, Murder Creek Section of the Pacific Highway in Linn County, was completed on November 15, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: John A. Bond
John A. Bond
Construction Administration Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date December 4, 1968

Conditions noted on above date:

None.

VG:ss

S. M. Brooks
for R. E. Simpson
Division Engineer

to: Forrest Cooper
F. D. Morgan ✓

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1968

FOR FILING

I-5-4(62)234
7168

November 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Contract 7168
Prefix 622-1030
FAP I-5-4 (62) 234

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 210, covering furnishing to the contractor two sign bridges on the Murder Creek Section of the Pacific Highway in Linn County.

The furnishing of the two sign bridges to the contractor will complete the project at an earlier date and will allow the use of the fog warning signs sooner.

The contractor will replace the sign bridges with the ones to be furnished under the contract when they become available to him.

Copies of the Engineer's letter of explanation with cost justification as provided by the contractor are attached.

The total estimated amount of this order is $8900.00, with Federal Participation of $8010.00.

This work was tentatively approved by the BPR Division Engineer October 22, 1968.

Your approval as of October 22, 1968, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
John A. Bond
Construction Administration Engineer

BMW:ss

Form 3a—[illegible]—2-68

OFFICER'S REPORT

OREGON STATE POLICE

Time 3:31 P.M.

Place Albany

Subject FOG CONDITIONS — supplemental

No.

County Linn

November 21, 1968

INTERSTATE HWY. I-5, MP 64 - 68

Refer to provious reports regarding above subject by writer.

At 7:50 P.M. November 20th, writer received a call from the Albany office of a thick fog moving into the area near Murder Creek. At 7:58 P.M. there was a bank of fog at Murder Creek with 25 feet visibility, which was 300 feet through. Fog signs were turned on in the north bound lanes at Hwy. 20, MPH 40, Knox Butte 20 MPH, south bound lanes Viewcrest, 40 MPH, Kraft Plant, 20 MPH. By 8:15 P.M. visibility had increased to 500 feet through this area and was approximately 1500 feet through. Signs were reset to north bound lanes Hwy. 20, 50 MPH, Knox Butte, 50 MPH, south bound lanes Kraft Plant, 50 MPH.

At 10:16 P.M. the visibility dropped to approximately 75 feet in the Murder Creek area and signs were reset to north bound Hwy. 20, 50 MPH, Knox Butte, 40 MPH, Kraft Plant, 40 MPH, south bound Dever Conner, 50 MPH, View Crest, 40 MPH, Kraft Plant, 40 MPH. Visibility gradually increased to 500 feet by over 500 feet and the signs were turned off at 11:49 P.M.

Visibility north of the area to the Santiam River was almost unlimited except for patches of fog in the vicinity of South Jefferson Junction, with visibility about 500 feet and 1000 feet through.

Visibility south of Hwy. 20 was a quarter of a mile and over to Hwy. 34, then unlimited south to MP 80 where there was a patch of fog with visibility 500 feet and one mile through, then clear to Hwy. 228.

During the short time the visibility was extremly limited at Murder Creek at 7:58 P.M. for approximately fifteen minutes, a car with overhead lights was put north and south of the area to help slow cars and three additional cars were patrolling the area to keep the office advised of conditions for sign setting.

There were no accidents, and no citations were issued for persons exceeding the speeds indicated.

150-23 R. C. White, 2nd. Lt.

Form 3a—25M—2-68

Time 11:42 A.M.

Place Albany

Subject FOG CONDITIONS - supplemental

OFFICER'S REPORT

OREGON STATE POLICE

No.

County Linn

November 20, 1968

Interstate Hwy. I-5, MP 64 - 68

Refer to previous reports regarding this subject by writer and Sergeant Conaway and Corporal Hamer.

At 6:40 P.M. 11-19-68 a dense fog began moving into the area in the vicinity of Knox Butte overpass to near the Kraft Plant, with visibility down to 300 feet. The fog signs were activated all showing 50 MPH. The visibility continued to drop the signs were changed north of Knox Butte in the north bound lane to 40 MPH and at the Kraft Plant in the south bound lane to 40 MPH. Before 7:30 P.M. the visibility in the area between Hwy. 20 on ramp north for approximately 1500 feet was under 10 feet. All signs were changed to 20 MPH except Dever Conner was on 40 MPH. Visibility north of this belt of fog was approximately 100 feet for one mile, then increased to several hundred feet.

By 8:00 P.M. visibility improved to 100 feet at Knox Butte and gradually increased to 200 feet at the Kraft Plant, then cleared to approximately one-half mile north of the Kraft Plant. Signs north bound at Hwy. 20 was changed to 30 MPH, Knox Butte, 30 MPH, and Kraft Plant, 40 MPH. South bound lanes Kraft Plant, 30 MPH, View Crest, 40 MPH, and Dever Conner, 50 MPH.

By 8:45 P.M. conditions improved to minimum visibility Knox Butte area 400 feet and increased to one-quarter mile and better north of the Kraft Plant signs changed north bound lanes Hwy. 20, 40 MPH, Knox Butte, 40 MPH, Kraft Plant, 50 MPH, south bound lanes Kraft Plant, 40 MPH, Viewcrest, 40 MPH and Dever Conner, 50 MPH. By 8:55 P.M. visibility in the area was minimum 500 feet and all signs put on 50 MPH except Dever Conner and the sign was turned off.

By 9:40 P.M. visibility through out the area was better than 500 feet and all signs were turned off, as the fog now has become general north and south also. At 10:37 P.M. writer checked from Sunnyside-Turner south and found that visibility was about the same all the way south to Murder Creek (500 feet) but at Murder Creek it dropped to 250 feet approximately and about 500 feet through this belt, signs north bound at Hwy. 20, 50 MPH, Knox Butte, 50 MPH and Kraft Plant south bound, 50 MPH also Viewcrest and Dever Conner south bound.

The visibility gradually increased again and by 11:22 P.M. it was up to 700-800 feet again and the signs were deactivated. By 1:00 A.M. visibility was near unlimited.

From the time the heavy fog set in until visibility raised to over 400 feet about 8:45 P.M., cars with overhead lights were used on both sides of this heavy fog belt to help slow traffic. Two cars were used on each end with two cars patrolling through the fog for the purpose of giving instruction to the office for setting the signs and watching for wrecks.

There was one accident, a truck rear ended a car in the vicinity of Knox Butte overpass, north bound, there was minor damage to the truck, moderate damage to the car, no injuries. Because of the very hazardous conditions they were moved north out of the very restricted visibility area where they exchanged information for accident reports.

No citations were issued in the area due to motorists exceeding the speeds indicated.

R C White

150-23 R. C. White, 2nd. Lt.

Form 3a—25M—2-68

Time 11:52 A.M.

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Albany

County Linn

Subject FOG CONDITIONS - supplemental

November 19, 1968

INTERSTATE HWY I-5, MP 64 - 68

Refer to previous reports regarding this subject by writer, Sgt. Conaway and Cpl. Hamer.

At 1:25 A.M. November 19th, heavy fog moved in on Hwy. I-5 north of Knox Butte Interchange. Shortly after that the visibility was down to 10 feet for approximately ½ mile. This condition remained for approximately 3/4 hour and the visibility gradually increased so that by 2:30 A.M. visibility from Knox Butte on ramp north bound to just north of Murder Creek was 100-150 feet.

Initially the fog signs were activated at north bound lanes, Hwy. 20, 30 MPH, Knox Butte, 20 MPH, Kraft Plant, 20 MPH. South bound Dever Conner, 50 MPH, View Crest, 40 MPH, Kraft Plant, 20 MPH. At 2:30 A.M. they were changed to Hwy. 20 north bound, 30 MPH, Knox Butte, 30 MPH, Kraft Plant, 30 MPH. South bound Kraft Plant, 30 MPH, View Crest, 40 MPH and Dever Conner, 50 MPH. The reason for the difference in the settings in the north and south bound lanes was because of the signs in the north bound lanes being closer to or in the fog and the signs in the south bound lanes being out of the fog, or in lighter fog, except for the sign at the Kraft Plant.

Visibility improved by 3:00 A.M. to a minimum of 200 feet, which was a half mile through north of Knox Butte and the signs were changed to north bound lanes at Hwy. 20, 40 MPH, Knox Butte, 40 MPH, Kraft Plant, 50 MPH. At this time once through the fog belt, visibility improved to over 1,000 feet and better.

At 4:15 A.M. minimum visibility was better than 300 feet, all signs changed to 40 MPH except Dever Conner, 50 MPH. At 5:55 A.M. visibility remained minimum 400 feet and all signs changed to 50 MPH and remained at this setting until at 7:45 A.M. visibility was better than 500 feet and all signs turned off.

From the time the fog set in until 4:15 A.M. five cars were patrolling the area. At 4:15 A.M. with improved conditions three of the cars were released and two cars patrolled the area until all hazard from the fog was gone. Writer and Cpl. Hamer were patrolling the area with the other cars to advise the office of reasonable speed and settings for the signs until 4:15 A.M.

The signs were very effective and with hardly an exception the traffic moved at the minimum indicated speed. There were no accidents. One citation was issued for Truck Speeding.

150-23 R. C. White, 2nd. Lt.

RECEIVED
NOV 20 1968
FOR FILING
I-5-4(62)234
7168

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: **November 15, 1968**

In reply refer to: 08-35-DA

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon

FROM : **R. E. Simpson, Division Engineer**
Salem, Oregon

SUBJECT: **Oregon Project I-5-4(62)234**
Murder Creek Section, Pacific Highway
Advance Warning Signs

By November 13 letter Mr. Edwards requested we approve purchase of certain operating equipment for the subject project which was inadvertently omitted when the specifications were drafted.

This matter has been discussed with Mr. George of your staff and you may proceed with a price agreement for purchase of the special equipment listed in the attachment to Mr. Edward's letter and estimated to cost $1,350.

NOTED
TOM EDWARDS

Copy
Bud George
L. N. Young
11-20-68

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 13 1968
FOR FILING
[illegible]-4(42)[illegible]
7/68

November 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

During the preparation of plans and specifications for the fog warning sign system on Interstate 5 in the vicinity of Albany, special operating equipment was inadvertently omitted from the specifications. This equipment is necessary for the proper operation of the system over an extended period of time. The furnishing of this equipment should have been made a portion of the original specifications.

This letter is to request your approval for the purchase, as a portion of the current project, of the equipment shown on the attached sheets. The transmitters, receivers, frames and the special test meter would be used as a part of the operation in making adjustments and calibrations of the modules forming the telemetering equipment. The power supply shown is used to keep the system in operation while making adjustments on the field modules.

Your approval for the purchase of this equipment as a portion of the contract is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.)
L. H. Young (enc.)

LEG:mk ja

1.	Quindar Model QXM-3-C Frame (See Bulletin 1001A)	$ 40.00
	(Alternate QXM-5-C Frame)	60.00
2.	Quindar QP17 Power Supply, 12 Volts DC 1.7 amp. (Same as being used in field units)	125.00
3.	Quindar Model QM25 Test Meter with carrying case and earphones	145.00
4.	Quindar QE-5 extension cable with 3 ft. cord	30.00
5.	Quindar Model QT-30-3 Transmitter	150.00
6.	Quindar QT-30 Transmitter	100.00
7.	Quindar Model QT-10 Transmitter	90.00
8.	Quindar Model QR-30-3 Receiver	240.00
9.	Quindar Model QR-30 Receiver	230.00
10.	Quindar Model QR-10 Receiver	140.00
	TOTAL	$1,350.00

RECEIVED
NOV 13 1968
FOR FILING
I-5-4(62) 234
7168

6472

November 12, 1968

Mr. James U. Steinfirst
Director-President
Automotive Information Service, Inc.
P. O. Box 128
Woodmere, New York 11598

Dear Mr. Steinfirst:

Your letter of October 30 requested a copy of a report titled "Variable Message Fog Hazard Warning Signs Study".

Such report is not available at this time since the installation of the signs has only recently been completed. We will be making field observations over the next two years or so to determine the efficacy of the signs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

FBC:njc ja

Automotive Information Service, Inc.
JAMES U. STEINFIRST, Director and President
Post Office Box 128, Woodmere, N.Y., U.S.A. 11598
Cable Address: AISINC LYNBROOKNY
Business Telephone: 516 599 2881
Home Telephone: 516 374 1409

October 30, 1968

International Connections
•
Confidential Replies To Any Automotive Question, Commercial or Technical
•
Personal Consulting Services Available
•
Terms on Request
•

Mr. Forrest Cooper
State Highway Engineer
State of Oregon Highway Engineering Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

A Bureau of Public Roads project to learn more of developments in highway ice detection carries a list of references and includes a report called,"Variable Message Fog Hazard Warning Signs Study." Would it be possible for me to get a copy, please? This office is also listed by the BPR as a source of information. I am the North American representative of Findlay, Irvine Ltd. of Penicuik, Scotland. They manufacture ICELERT which is the detection system which actuates warning signs.

Please find enclosed a leaflet briefly describing the equipment, and another "proving" that there can be a remarkable economy factor along with increased safety. I'd be happy to have your questions.

Very truly yours,

James

JAMES U. STEINFIRST
Director-President

NOV -1 1968
TRAFFIC ENGINEERING

JUS:ks
2 encs.

Crandall - RD
cc Edw

EX-PRESIDENT: International Motor Press Association
MEMBER: Overseas Automotive Club
National Press Club (U.S.A.)
Overseas Press Club

RECEIVED
NOV 20 1968
FORM E-30 (12-67)

FOR FILING

I-5-4(62) 234
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1968

To: MEMO TO THE FILES

SUBJECT: Murder Creek Advance Warning Signs Inspection

NOTED
F. B. KLABOE

On November 8, 1968, a final inspection was made on the Advance Warning Signs on the Murder Creek Section of Pacific Highway I-5.

A detailed report of this inspection will be made by J. Wimer, Assistant Division Engineer. It was noted, however, that the contract did not call for any safety measures of protection at the columns of the sign bridges.

In view of our present emphasis on safety and in conjunction with our existing guid lines, it was thought that some type of safety device for protection would be in order. Perhaps a mounding of embankment about 3 feet high with side slopes of 2:1 and the longitudinal length of the mound around 150 feet from the column and tapering to 0 depth, would give a good solution for the obstructions in the median. At the road side columns perhaps guard rail would work well.

Attached see photos of a typical installation. There are three such installations on this project.

It is recommended that some type of protective devices be installed as needed at these areas.

John H. Walker
John H. Walker
Field Construction Engineer

JHW:ss
cc: F. B. Klaboe
R. D. Asburry

RECEIVED
NOV 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form 3a—20M—1-67

OFFICER'S REPORT
OREGON STATE POLICE

Gen 892

Time 4:20 P.M.

Place Albany

Subject FOG CONDITIONS - Supp.-

No.

County Linn

November 6, 1968

INTERSTATE H WY I - 5 , Mile Post 64-68

Refer to : Previous reports regarding this subject by writer, Sgt Conaway and Cpl Hamer.

At 11:35 P.M. November 5, 1968 writer received phone call from the Albany office that fog was moving in on Hwy I 5 North of Knox Butte interchange. I checked the area at 11:45 P.M. and found that visibility in the fog dropped from approximately 500 feet at Highway 20 interchange to about 100 feet at Knox Butte off ramp, to under 100 feet North of the Knox Butte on Ramp North bound lane of Hwy I 5.

This fog belt was approx 2.3 miles thru, to just South of View Crest overpass, Mile Post 64. Visibility North of Viewcrest was unlimited except for occasional patches of fog moving on and off the Highway.

The new fog signs were activated South Bound at Viewcrest with sign showing "Slow, Fog, Speed 40 MPH and the sign in South bound lane North of the Kraft Plant the same except indicating 30 MPH.

The new signs North Bound, North of Knox Butte on Ramp was activated and speed indicated as 30 MPH, same on the N. Bound Sign North of Murder Creek. The new sign on the Highway 20 overpass was not yet operating.

In addition the old manual operating Slow signs North of Highway 20 on Ramp North bound lanes and at Knox Butte overpass North bound lanes were turned on and in the South Bound lanes South of the Kraft plant.

Two cars with overhead lights were stationed at Hwy 20, North Bound lanes and 2 cars South of Viewcrest in the South Bound lanes to assist as necessary with slowing the traffic. Writer and Cpl Hamer were patroling the area to ascertain what the reasonable speed thru the fog was, for re-setting the speed on the signs.

At 1:30 A.M. visibility had improved to approximately a minimum of 200 feet thru the area and all signs were changed to 40 MPH.

It is our opinion that the new slow signs were very effective in slowing the traffic to a reasonable and prudent speed thru the fog. A good portion of the traffic was freight trucks and with only an occasional exception all traffic obeyed the posted speeds indicated on the signs.

R. C. White

150-23 Robert C. White, 2nd Lt.

Form 3a—25M—2-64

Time ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place Albany

County Linn

Subject FOG CONDITIONS - Suppl.

November 7, 1968

INTERSTATE 5, Mile Post 64-68

Refer: form 3a report by 2nd Lt. R.C. White dated 11-6-68 and others:

From the time the visibility had improved at about 1:30 A.M. on until the lights were changed at 7:00 A.M., traffic moved smoothly thru the area with nearly all vehicles traveling at the indicated 40 MPH. Those vehicles that exceeded that speed only did so by a few miles an hour and not enough to be in violation of the basic rule.

At about 7:00 A.M., conditions were such that a speed of 50 MPH was reasonable

At about 7:00 A.M., conditions were such

and the signs were changed to indicate this.

A clear area existed from the Dever-Conner overpass to View Crest overpass where motorist traveled at about 70 MPH. When they approached the sign at View Crest which indicated a speed of 50 MPH, they reduced their speed and traveled very close to what was indicated. Again, few motorist exceeded that which was indicated on the sign.

It was apparent through the nite that the signs were effective and that nearly all motorist traveled at the speed indicated or very close to it.

James A Hamer

251-23 James A Hamer, Cpl.

RECEIVED
NOV 8 - 1968

FOR FILING

I-5-4(62)234
9.1.6x

6958

November 4, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Oregon Project I-5-4(62)234
Murder Creek Section
Advance Warning Signs

Dear Sir:

The agreement whereby the contractor was to pick up some State-furnished sign bridges at the State yards and install them on the subject project and deliver the contractor-furnished sign bridges to the State yards, will not increase the payments to the contractor as he has agreed to do this at the original bid price for the furnishing and placing of the sign bridges. A price agreement to this effect has been signed by him and is now being processed.

This course of action was possible because of the State's practice of maintaining sign bridges in its stock of sign maintenance material in the Salem yard.

The project was thus expedited with no inconvenience to the State, with the possible exception of an emergency which might occur between the time the State's sign bridges were made available to the contractor and the time at which he is able to deliver his sign bridges to the Salem yard. Inasmuch as this will be a very short period, we anticipate no trouble.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

RDA:lf/TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. B. Crandall
R. D. Asburry
L. E. Young

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1968

SUBJECT: Assignment No. 6958 EDW
Substitution of Sign Bridges
Murder Creek Section
Advance Warning Signs
Pacific Highway
Contract No. 7168
Prefix 622-1030

To: Victor D. Wolfe
ADMINISTRATIVE ASSISTANT

Department

Attached is a rough draft of a reply to the Memorandum received from Mr. R. E. Simpson, Division Engineer, Bureau of Public Roads, dated October 22, 1968.

R. D. Asburry
DIVISION ENGINEER

RDA:lf
Attachment

NOTED
VICTOR D. WOLFE

RECEIVED
NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 22, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: Oregon Project I-5-4(62)234
Murder Creek Section, Pacific Highway
Advance Warning Signs

By letter dated October 10 Mr. Edwards requested that we allow the State to furnish 90-foot and 82-foot sign bridges for the subject project.

It is anticipated this would allow completion of the project and use of the fog warning signs substantially sooner. The 90-foot and 82-foot sign bridges furnished by the contractor would then be turned over to the State.

Because of the critical need for the signs we consider it in the public interest in accordance with PPM 21-6.3 to allow the State to furnish the two sign bridges and we will approve a State Force Order or Price Agreement covering the transaction provided:

> As provided in PPM 21-6.3 the participating cost to the project for the materials incorporated in the work shall not exceed the actual costs to the State. Neither would participating cost greater than bid price be allowed.

Your submission of the order should include the support for costs.

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 25 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

RECEIVED
OCT 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Asburry [illegible]

Hewitt
Crandall
Copy Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 11 1968

FOR FILING

I-5-4(62)234
7168

C

October 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Advance Warning Signs
Murder Creek Section
Pacific Highway
Project I-5-4(62)234

The Special Provisions for the above project require that the contractor furnish sign bridges of 102, 90, and 82 feet in length. These sign bridges are to be Union Metal, Tri-Chord Truss or approved equal. The contractor has chosen to supply the approved equal to be fabricated by a local fabricating concern.

The present state of progress of the fabricator indicates that the 102-foot sign bridge will be completed in the near future. It will be some time before the other two sign bridges will be completed. Because of the critical need for these signs during the present period of foggy weather, it is highly desirable that the sign bridges and the signs be installed as soon as possible.

It is proposed that the State Highway Department furnish the 90-foot and 82-foot sign bridges from its current maintenance stock so that the project may be completed as soon as possible. The bridges being fabricated by the subcontractor would then be taken into our maintenance stock to replace those furnished.

It is requested that you approve the above arrangement.

Also, to expedite the installation at the beginning of the contract, contact was had with your office concerning the substitution of paint for galvanizing of the sign bridges so as to save the time normally concerned by galvanizing. This received tentative approval at that time. A price agreement will be executed to receive credit for the difference in cost.

Your formal approval of this item is requested at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
F. D. Morgan
R. D. Asburry
L. H. Young

VPJ:ji, ja

RECEIVED
OCT 11 1968
FOR FILING

I-5-4(L-2)
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1968

SUBJECT: Fog Situation - Albany Area

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

During the last fog concentration in the vicinity of Albany, the State Police at two locations used loudspeakers to advise the public to "Use the left lane, no passing, speed 20 miles per hour."

You will recall that my observation indicated that this was the most effective method yet tried to control the motorist.

I discussed with you that there was a possibility that loudspeakers spaced periodically along the freeway could serve as effective reminders to the motorist to stay in one lane at a uniform speed.

In order to determine if such a plan would be economically feasible, I asked the Radio Department to give me an estimate of cost per unit for such an installation. Their estimate was $1,000 per unit, not including the power source. A copy of Mr. Eaton's letter is attached for your information.

I am forwarding this data to you in order that you may be informed of another idea which could be used if, in the future, you are involved in discussions with the Commission, State Police, Governor's office, or other interested parties.

E S Hunter
E. S. Hunter
Maintenance Engineer

Copy sent
10-10-68

Elect. signs have been in place & tested

No sale

ESH:je
Enclosure
cc: R. D. Asburry
J. J. Gix

NOTED
TOM EDWARDS

RECEIVED
OCT 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1968

SUBJECT: Fog Situation - Albany Area

To:

R. N. Bothman
Asst. Maintenance Engineer

In compliance with your verbal request of last week, we have kicked around the subject of public address systems on the freeway in the southern half of the Willamette Valley region. We, of course, are making no recommendations until further study is made on this matter but feel that a 50-watt amplifier with a tape annunciator with a repeating tape cartridge could be installed along the freeway with four speakers to cover one side of the freeway area. Necessary radio equipment, tone equipment, and weather proof housing would run the cost to approximately $1000.00 at each location.

I feel that some thought should be given to providing a different message to the other side of the freeway. This could involve duplicate equipment or it could involve merely a switching arrangement which could pick up necessary speakers and the proper tape cartridge. We have figured 110 V AC operation and this would require commercial power being run to each location. The use of batteries and thermal electric generators should be investigated to provide power for the systems.

A tone encoder to be installed at the Albany State Police office for 110 V AC operation would cost approximately $500.00. These tones can be put on our existing radio system and a coding would be assigned to each location so that only selected amplifiers would be turned on.

I am sure there are many things not covered in the system as outlined but these can be worked out in further detail if you wish us to pursue this matter any further.

Bob
Robert M. Eaton
Chief Radio Engineer

RME:cr

cc: J. J. Gix
Sign Engineer

MAINTENANCE ENGINEER
RECEIVED
OCT 1 1968

[✓ ME] [✓ AM] ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

I-5-4(62) Murder Creek Section 1968
234 Pacific Hwy., north of Albany
#7168 (Advance warning signs) Folder #1

RECEIVED
OCT 2 - 1968
FORM E-30 (12-67)
FOR FILING

I-5-4(62)234
771.4

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 26, 1968

SUBJECT: Norman Jette Welder Qualification
Fabricators, Inc.
Contract 7168

To:

Memo to the Files

On September 19, 1968, I called Mr. Donald Bartosch, Chief Boiler Inspector, Bureau of Labor, to determine whether Norman Jette was on record as having a Bureau of Labor Welder Qualification card, and if so, what type of test he had passed. I was told by Mr. Bartosch that on March 12, 1968, Mr. Jette had passed the ASME manual welder qualification test for groove weld of pipe without backing strip, all positions. The test was witnessed by Mr. Chester Olson for the Bureau of Labor and was performed at Salem Technical Community College. The test consisted of preparing face and root bend and tensile coupons in 3/8" pipe using E6010 electrode.

I then called Mr. Jette at Jefferson, phone 633-2407, and asked him what he had been told when he had applied at Fabricators for a welding job. He said that he had been called in to weld but when he arrived and presented his Bureau of Labor welder qualification card he was told that the Highway Department would not accept his card as evidence of having passed tests sufficient to qualify for State work. Mr. Jette said he pointed out that others in the State employment with similar qualifications, for example Kirby Johnson, Heavy Equipment Shop, were welding without having passed additional tests. Mr. Jette said he really didn't need the job, since he already had a regular welding job, but was just trying to help out because he had been told that there was an urgent need.

Mr. John Gardner of Fabricators was then contacted. He agreed that Mr. Jette had been informed that his welding certificate was not acceptable to the Highway Department. Mr. Gardner said he had been given this impression in the past. I told Mr. Gardner that if he had been given this impression by our conversation of a week or two ago concerning the qualification of another welder named Jimmie Nash, this was not my intent. (Mr. Nash also had a Bureau of Labor card and I had asked Mr. Gardner to find out what electrode Mr. Nash had qualified with. I next heard that Mr. Nash had been told that he would have to qualify for the State and he had quit in a huff.) Instead, each welder's credentials would be inspected and their suitability as qualification for State work would be determined by how well the tests performed under the other qualification compared with State requirements. Mr. Gardner agreed to submit future qualifications to this office for review.

Mr. Gardner then indicated that Fabricators intended to use E7018 electrode on the Murder Creek project. Other welders were being qualified with this electrode. This in itself was sufficient grounds for disqualifying the Bureau of Labor tests performed by Mr. Jette, Since they were performed using E6010 electrode they did not qualify Mr. Jette to weld with E7018 electrode.

Mr. Klaboe was then contacted and told that in essence the statements by Mr. Jette were correct. His Bureau of Labor qualification would not clear him to weld on this particular project because his qualification with E6010 electrode was not acceptable to the State. Mr. Klaboe was further informed that the use of E6010 electrode was the only reason that Mr. Jette had been denied State qualification. The tests performed would have qualified him for this job had they been performed with E7018 electrode.

John C Jenkins

JOHN C. JENKINS
Asst. Engineer of Materials
and Research

JCJ:zf

cc: L.P. Shaw
F. Klaboe

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
SEP 27 1968

FORM 2-30 (12-67)
FOR FILING

I-5-4(62)234
7168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 26, 1968

To: L. E. George
Asst. Traffic Engineer
OFFICE

SUBJECT: Sign Bridges
Murder Creek Section
I-5
Contract No. 7168

Yesterday I ran a routine check on the state of progress on fabrication of the sign bridges on the above project. The report was anything but good.

All material for the 102-foot sign bridge will be cut to size by the end of this week. Welding will start next week. The fabricator has been having difficulty getting his welders certified.

This information reinforces our previous opinion, that it will be necessary for us to furnish two sign bridges for this project. It is recommended that we make a final decision immediately and proceed with the necessary negotiations with the Bureau and the contractor.

Val Johnson
Val Johnson
Traffic Control Engineer

VPJ:njc

NOTED
TOM EDWARDS

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SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 - 1968
FORM 2-30 50M 10-65
FOR FILING

I-5-4(32)33.1
71.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 23, 1968

SUBJECT: Footing Details
Murder Creek Section
Pacific Highway (I-5)

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

The attached correspondence explains a problem being experienced by the contractor on our Murder Creek signing project.

The specifications state that the contractor should utilize a footing as recommended by the manufacturer. What actually happened is that the Highway Department elected to supply the design not only on the sign bridge but also on the footing. The contractor's bid was based on a footing size recommended by Union Metal's representative in Portland. The size as recommended by the Highway Department comes to some $10,000 more in concrete and steel.

Since the contractor has acted in good faith according to our specifications, it would be my recommendation that the additional cost be allowed to the contractor.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

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SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BYRON SIMONSON, MANAGER

EC ELECTRIC CORP.
LIGHT AND POWER INSTALLATIONS
1375 13TH ST. SE : P. O. BOX 266 : SALEM, OREGON : 97308
AREA CODE 503 TEL. 364-8725

September 18, 1968

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Footing Details
Sign Bridges
Murder Creek Section
Pacific Highway
Contract No. 7168

Dear Sir:

Your attention is invited to Section 505 of special provisions for above project. It is noted that the design and size of the footings would be furnished by the sign bridge manufacturer. Section 510 states that the sign bridges shall be an approved equal to the Union Metal Manufacturing Company's tri-chord sign support structures.

This being our only information available at bid time, we contacted Mr. Kolling of the Union Metal office in Portland. His instructions to us were that each footing should be 72" long by 30" wide by 60" deep. We passed this information on to our footings sub-contractor, Salem Sand & Gravel, resulting in a bid to us of $ 5,693.00 for the six sign bridge footings.

After the contract was awarded, Drawing II 213544 and T.E.D. Drawing #S-577 were sent to us detailing what you expect in the way of sign bridge footings.

To comply with these drawings, it will take about five times as much concrete, much more re-inforcing steel, thirty-six additional conduit ells, stubs, plugs, bushings and cast iron junction boxes, plus additional forming, excavation and compacted backfill.

This addition has resulted in an increase in Salem Sand & Gravel Company's bid to us of $ 9,140.00 and an additional cost to us of $ 1,200.00 to cover overhead, junction boxes and extra conduit stubs mentioned above.

We therefore feel we are entitled to an addition of $ 10,340.00 to the contract.

We have discussed this with Mr. L. E. George.

Respectfully,

ELECTRIC CORP.

Gene A. Fileds

GAF/vm
cc: L.E. George ✓

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SEP 19 1968
TRAFFIC ENGINEERING

RECEIVED
OCT 31 1968

I-5-4(62)-31
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1968

SUBJECT: Assignment: FBK-2396
Murder Creek Section
So. Jefferson Jct-No. Albany Section
Pacific Highway (I-5) - Linn County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

2396

As requested, an estimate has been made of the work necessary to improve the section in the fog belt area to meet current safety standards. This includes revising the surfacing slopes and median slopes to 6 to 1 or flatter, and installing, revision and anchoring guard rail. Landscape work is included where it presently exists and would be destroyed by the necessary grading.

The section studied is 3.2 miles long and runs from the northbound on-ramp of the Viewcrest Interchange to the northbound on-ramp of the North Albany Interchange and is estimated to cost approximately $210,000. A "breakdown" estimate is attached.

The work was done utilizing the "as constructed" cross-sections, an aerial mosaic, and a field inspection. The mosaic is enclosed for your information and should be returned for filing when you are done with it.

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

Attach
ADO:jp

Advised to "hold until further notice"
A.D.O.
October 10/18/68

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SEP 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-13-300

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

I - 5
SOUTH JEFFERSON - NORTH ALBANY

URBAN DESIGN
Aug 21-68 L.G.S.

Revising Rock Slopes to 6:1 (3.2 miles)
858 - 1026

G
8-21-68 Sa

ITEM	UNIT	QUAN.	+ ALLOW	UNIT COST	COST
Clearing & Grubbing	ACRE	4	4	1,500	6,000
General Excavation	CU. YD.	37,000	40,700	1^{40}	56,980
Base Rock	CU. YD.	6,300	6,930	2^{75}	19,058
18" Culvert Pipe	LIN. FT.	243	265	5^{50}	1,458
24" Culvert Pipe	LIN. FT.	30	33	9^{25}	305
18" Arch Type Pipe	LIN. FT.	46	51	7^{00}	357
Type "D" Inlet	ONLY	1	1	200^{00}	200
Adjusting Manhole	ONLY	1	1	100^{00}	100
Salvage & Replace Type 2 Fence	ROD	309	340	6^{00}	2,040
Salvage & Replace Pipe end section	ONLY	16	18	20^{00}	360
Pipe Excavation	CU. YD.	93	102	3^{50}	357
Type 2A Guard Rail	LIN. FT.	1800	1987.5	4^{40}	8,745
Type 2 Guard Rail	LIN. FT.	3725	4100	2^{95}	12,095
Salvage & Reinstall Guard Rail	LIN. FT.	1575	1737.5	1^{75}	3,041
Guard Rail Post (EXTra)	ONLY	80	88	12^{00}	1,056
Guard Rail Blocks	ONLY	218	240	1^{75}	420
Guard Rail Anchor	ONLY	16	18	200-	3,600
					116,172
				∓40%	46428
				$	162,600
		Landscaping			30,000
		Signing			18,000
				$	210,600
			Say -		$210,000

RECEIVED
SEP 13 1968

FORM E-30 (12-67)
FOR FILING

I-5-4(62)234
7168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 11, 1968

L. E. George
To: Assistant Traffic Engineer
OFFICE

SUBJECT: Advance Warning Signs
Murder Creek Section
Pacific Highway
Contract No. 7168

Inasmuch as I will be out of the office most of Thursday and Friday and all of next week, it might be well for me to give you a rundown on the current status of the above project.

The status of the various items of work is as follows:

1. Telephone Interconnect:

   The order for the work has been placed and no difficulty is anticipated.

2. Signs:

   Martin Bros. shop drawings have been received, checked and returned to the contractor.

3. Sign Bridges:

   a. Footing designs have been prepared and transmitted to the contractor through Ray Asburry.

   b. Simplified shop drawings have been prepared and handed to the fabricator.

   c. Jim Cix is building truss sections and will be prepared to furnish the 82-foot and 90-foot sign bridges if this becomes necessary.

   d. The contractor and the fabricator have been asked to construct the 102-foot sign bridge first.

4. Structure Mounts:

   The shop drawings for the Connors and Viewcrest Interchange structures have been prepared and handed to the fabricator. The Bridge Division will complete the drawing for the South Santiam Interchange structure Thursday, and it will be hand-carried to the fabricator.

D
RWARDS

5. Control Equipment:

Descriptive material from the manufacturer has been received, checked and returned to the contractor with a request that the factory receive telephone or telegraph notification of our approval.

6. Control Panel:

Coast Electric of Portland is gathering together the bits and pieces for this. It is understood that they will contact you Tuesday with a list of the material which they propose to supply.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:ji
cc: Tom Edwards
Ivan Merchant
R. D. Asburry
L. L. MacIntyre

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SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 1 1 1968

FORM 2-30 (12-67)

I-5-1(23)

7168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1968

To: MEMO TO FILE

SUBJECT: Advance Warning Signs
Murder Creek Section
Pacific Highway
Contract No. 7168

As stated in the memo of September 6, Jim Gix has indicated that it would be most convenient for him to furnish the 82-foot and 90-foot sign bridges if it becomes necessary to use State furnished material.

On Friday, September 6, the fabricators were contacted and asked to make the 102-foot bridge their first item of construction. They were agreeable to this and asked that the contractor be informed of our desires. I called Ray Asburry who will make the contact with the contractor.

Val Johnson
Val Johnson
Traffic Control Engineer

VPJ:ji
cc: Tom Edwards
E. S. Hunter
R. D. Asburry
L. L. MacIntyre

NOTED
TOM EDWARDS

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SEP 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1[illegible]

I-5-4(62)234
7168

1859

DEPARTMENT OF GENERAL SERVICES

OFFICE OF THE DIRECTOR

GENERAL SERVICES BUILDING • SALEM, OREGON • 97310 • 364-2171 Ex. 1926

TOM McCALL
GOVERNOR

CHESTER W. OTT
Director

September 5, 1968

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attn: Tom Edwards

Dear Mr. Cooper:

We have ordered from Pacific Northwest Bell the remote control circuits for the advanced warning signaling system on Interstate 5 in the vicinity of Albany. Arrangements have been made to install two circuits from the Albany State Police Office to each of the following locations:

1. Conners and Market Road Interchange
2. Viewcrest Interchange
3. Kraft - 957 Southbound
4. Draft - 957 Northbound
5. North Albany Interchange

The total monthly cost for the 10 circuits will be $77.00 with a non-recurring installation cost of $100.00.

The Telephone Company advises us they will have the necessary circuits installed to coincide with the project completion date in the later part of October.

Very truly yours,

Chester W. Ott, Director
Department of General Services

CWO:prs

Copies
as [illegible]
J.P. Johnson
Maison
620 [illegible]
9-6-68

NOTED
TOM EDWARDS

RECEIVED
SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1968

FORM 2-30 (12-67)
FOR FILING
1-5-4-2
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1968

To: MEMO TO FILE

SUBJECT: Advance Warning Signs
Murder Creek Section
Pacific Highway
Contract No. 7168

This morning Mr. John Gardner of Fabricators, Inc. called me and stated that his company had been selected to construct the sign structures for the above project. He asked for a meeting to discuss details. The meeting was held at 11:00 A.M. Those present were:

John Gardner, Fabricators, Inc.
Mr. Widner, Fabricators, Inc.
R. D. Asburry, Oregon State Highway Dept.
Val Johnson, Oregon State Highway Dept.
Dave Berger, Oregon State Highway Dept.
Doug Daniels, Oregon State Highway Dept.

The following arrangements were made:

1. As per a previous memo, galvanizing will not be required. The structures will be given two coats of red lead and two coats of aluminum paint as per the Standard Specifications.

2. Ray Asburry will make arrangements for shop inspection during fabrication.

3. Dave Berger will furnish shop drawings for the structure mounts. This office will do any necessary field measuring.

4. This office, with guidance from Dave Berger, will prepare such shop drawings as are necessary for the sign bridges.

5. This office will design the base plates and the footings and specify the anchor bolts.

It is expected that the necessary designs will be in the fabricator's hands late Tuesday. Beginning then the contractor quoted the following completion times:

Structure mounts - 3 weeks
First sign bridge - 4 weeks (Oct. 9)
Second sign bridge - 6 weeks (Oct. 23)
Third sign bridge - 8 weeks (Nov. 6)

NOTED
TOM EDWARDS

The fabricator hopes to beat the preceding schedule on the last two bridges.

The above information was transmitted to Mr. Edwards who instructed that Jim Gix be asked to complete enough truss work and end posts for two of the sign bridges. Then, if necessary, these will be used and the fabricator's bridges will be taken into stock. A careful watch will be kept on the fabricator's progress. The footings and base plates will be designed to fit the standard sign bridge.

Val Johnson

Val Johnson
Traffic Control Engineer

VRJ:ji
cc: Tom Edwards
E. S. Hunter
R. D. Asburry
J. J. Gix
L. L. MacIntyre

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SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 - 1968
FOR FILING

I-5-1(62)234
7164

Phone 364-6725

ELECTRIC CORP.
P. O. Box 266
SALEM, OREGON

LETTER OF TRANSMITTAL

FROM

DATE Sept. 4, 1968 JOB NO.
ATTENTION Mr. Floyd Query
RE: Murder Creek Section
Pacific Highway
Linn County
Contract No. 7168

TO

Oregon State Highway Department
Salem, Oregon

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ________ THE FOLLOWING ITEMS:

☐ SHOP DRAWINGS ☐ PRINTS ☐ PLANS ☐ SAMPLES ☐ SPECIFICATIONS

☐ COPY OF LETTER ☐ ________

COPIES	DATE OR NO	DESCRIPTION
2		signed contract and bond for above project, as required

THESE ARE TRANSMITTED AS CHECKED BELOW:

☐ FOR APPROVAL
☐ FOR YOUR USE
☒ AS REQUESTED
☐ FOR REVIEW AND COMMENT
☐ FOR BIDS DUE ________ 19____

☐ APPROVED AS SUBMITTED
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTIONS
☐ ________

☐ RESUBMIT ____ COPIES FOR APPROVAL
☐ SUBMIT ____ COPIES FOR DISTRIBUTION
☐ RETURN ____ CORRECTED PRINTS
☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS:

IF ENCLOSURES ARE NOT AS NOTED, KINDLY NOTIFY US AT ONCE.

Electric Corp.
SIGNED: By: Byron Simonson

Form 240T - New England Business Service, Inc., Townsend, Mass.

Not. & ucn

RECEIVED
SEP 6 1968

FORM 2-30 (12-67)
FOR FILING

I-5 4-2 B34
7168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 4, 1968

MEMO TO FILE
To:

SUBJECT: Advance Warning Signs
Murder Creek Section
Pacific Highway
Contract No. 7168

The following is the status of the above project:

SIGNS

1. The signs will be manufactured by the Martin Bros. Company of Salem. Delivery time is 40 days.
2. At his request, Bill Zirbes and Doug Daniels have contacted Al Kinney of Martin Bros. and have gone over the sign details with him. This should expedite construction.

CONTROL EQUIPMENT

1. The control equipment will be Automatic Signal purchased through the Safety Signal Systems Inc. of Seattle. Delivery time is 40 days.
2. Al Mathews of Safety Signal is out of town for the week, and I contacted Fred Harris, his assistant, to determine how delivery could be expedited. He contacted the factory.
3. Construction of the control equipment will proceed without waiting for receipt of approved working drawings. The drawings should arrive in Salem Friday or Monday (September 6 or 9). They will be hand-carried to me by the contractor, checked immediately and hand-carried back.

SIGN BRIDGES

1. The sign bridges have not been ordered.
2. The contractor is negotiating with Fabricators, Inc. of Salem for a price on the sign bridges. He should receive this information this afternoon.

NOTED
TOM EDWARDS

3. This morning Dave Berger and I met with John Gardner of Fabricators, Inc. and gave him the following information :

NOTED
TOM EDWARDS

a. The chord members and posts need not be tapered as per the Union Metal design.

b. Chord members and posts are to be as per the attached letter from L. L. Wallace.

c. All other members are to be as shown on the attached page from the Union Metal catalog.

d. The trusses may be solid rather than bolted sections as by Union Metal. Welds joining separate sections of the chord members should have backing rings.

4. Mr. Gardner stated that using a common length for all three sign bridges would not result in an appreciable time saving. There is not sufficient work to warrant jigging.

5. Mr. Gardner estimates that the sign bridges can be completed in four weeks.

6. It is expected that sometime tomorrow morning the contractor will reach a decision and call me. If he does not call before noon, I will call him.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:ji
Attachments
cc: Tom Edwards
R. D. Asberry
L. L. MacIntyre

RECEIVED
SEP 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1968

SUBJECT: Advance Warning Signs
Murder Creek Section
Pacific Highway
Linn County
Contract No. 7168

To: Mr. F. B. Crandall
Traffic Engineer
Building

Attn: Val P. Johnson

The below-listed ASTM-A53 pipe sizes are suggested as substitute members in the specified Union Metal sign bridges:

End Frame Posts
Standard 10"

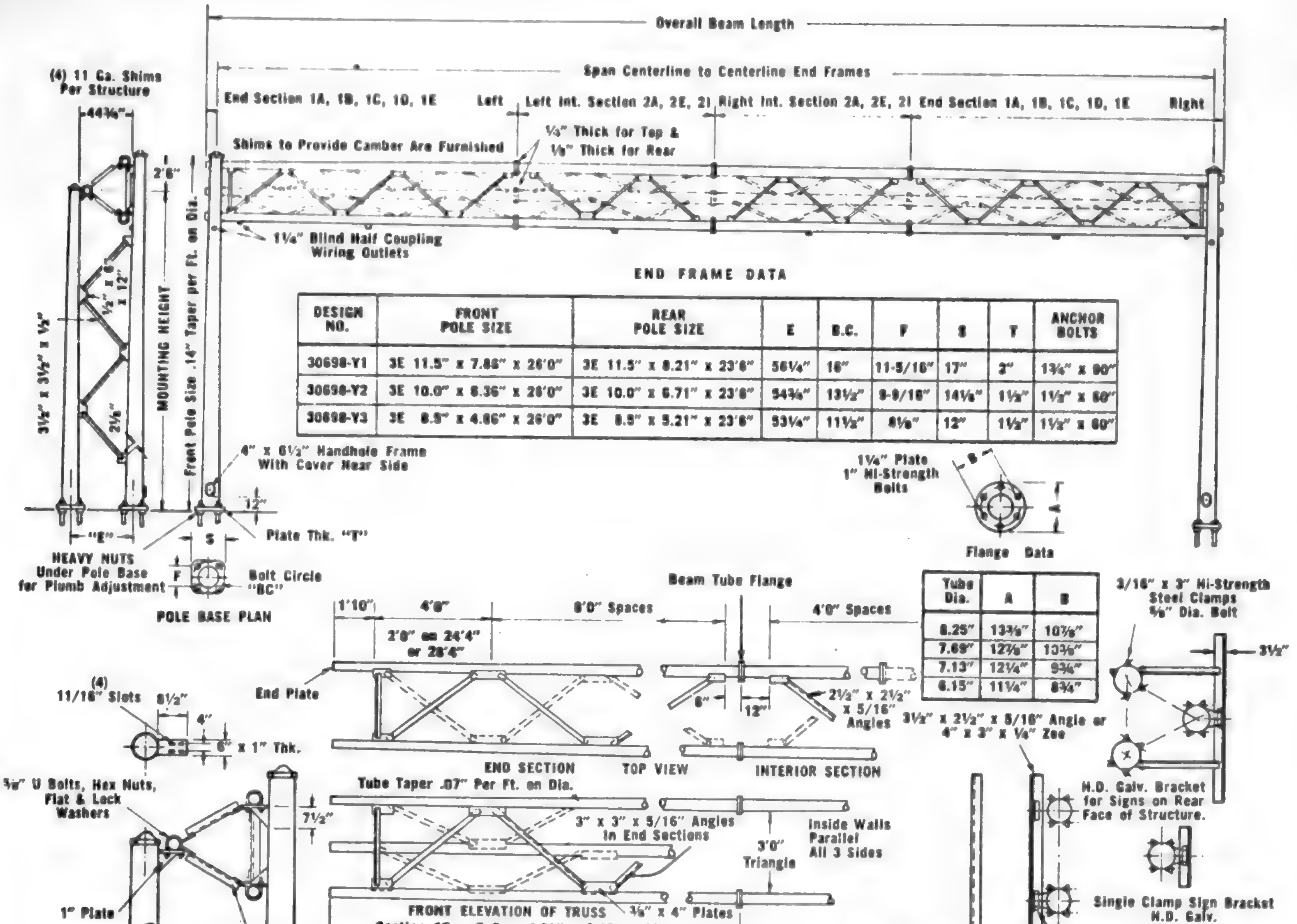
Truss Chord Members
82'-0" Bridge - Extra Strong 5"
90'-0" " - Standard 6"
102'-0" " - Extra Strong 6"

These member sizes have been selected as having equal or greater section modulus than the same members in the Union Metal structures. All other members and miscellaneous fittings should be the same as shown in Union Metal Catalog No. 100, Page E8, dated March 1, 1966.

L. L. Wallace
L. L. Wallace
Chief Bridge Design Engineer

DSB:jr

Tri-Chord Truss — Trussed End Frames


Overall Beam Length
Span Centerline to Centerline End Frames
End Section 1A, 1B, 1C, 1D, 1E
Left
Left Int. Section 2A, 2E, 2I
Right Int. Section 2A, 2E, 2I
End Section 1A, 1B, 1C, 1D, 1E
Right
(4) 11 Ga. Shims Per Structure
44⅜"
Shims to Provide Camber Are Furnished
¼" Thick for Top & ⅛" Thick for Rear
2'6"
1¼" Blind Half Coupling Wiring Outlets
½" x 6" x 12"
3½" x 3½" x ½"
2½"
MOUNTING HEIGHT
Front Pole Size .14" Taper per Ft. on Dia.
4" x 6½" Handhole Frame With Cover Near Side
12"
"E"
S
Plate Thk. "T"
HEAVY NUTS Under Pole Base for Plumb Adjustment
F
Bolt Circle "BC"
POLE BASE PLAN
1¼" Plate 1" Hi-Strength Bolts
B
A
Flange Data
Beam Tube Flange
1'10"
4'0"
2'0" on 24'4" or 28'4"
8'0" Spaces
4'0" Spaces
End Plate
6"
12"
2½" x 2½" x 5/16" Angles
END SECTION
TOP VIEW
INTERIOR SECTION
(4) 11/16" Slots
8½"
4"
6" x 1" Thk.
Two ⅝" U Bolts, Hex Nuts, Flat & Lock Washers
7½"
1" Plate
3" x 3" x 5/16" Angles
Tube Taper .07" Per Ft. on Dia.
3" x 3" x 5/16" Angles In End Sections
3'0" Triangle
Inside Walls Parallel All 3 Sides
⅜" x 4" Plates
FRONT ELEVATION OF TRUSS
3/16" x 3" Hi-Strength Steel Clamps ⅝" Dia. Bolt
3½"
3½" x 2½" x 5/16" Angle or 4" x 3" x ¼" Zee
H.D. Galv. Bracket for Signs on Rear Face of Structure.
Single Clamp Sign Bracket H.D. Galv.
Bracket for Signs On Front Face of Structure H.D. Galv.
⅝" Bolts

END FRAME DATA

DESIGN NO.	FRONT POLE SIZE	REAR POLE SIZE	E	B.C.	F	S	T	ANCHOR BOLTS
30698-Y1	3E 11.5" x 7.86" x 26'0"	3E 11.5" x 8.21" x 23'6"	56¼"	16"	11-5/16"	17"	2"	1¾" x 90"
30698-Y2	3E 10.0" x 6.36" x 26'0"	3E 10.0" x 6.71" x 23'6"	54⅜"	13½"	9-9/16"	14⅛"	1½"	1½" x 60"
30698-Y3	3E 8.5" x 4.86" x 26'0"	3E 8.5" x 5.21" x 23'6"	53¼"	11½"	8⅛"	12"	1½"	1½" x 60"

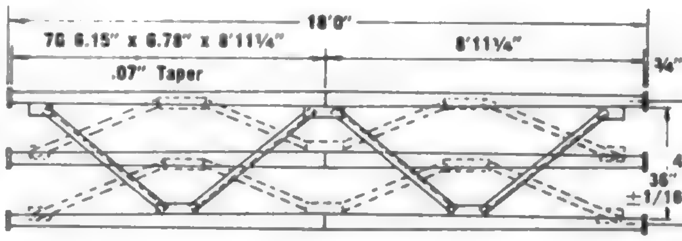
Tube Dia.	A	B
8.25"	13⅜"	10⅞"
7.69"	12⅞"	10⅜"
7.13"	12¼"	9¾"
6.15"	11¼"	8¾"

Section 1E	7 Ga. 4.60" x 6.15" x 22'4"		
Section 1D	7 Ga. 4.46" x 6.15" x 24'4"		
Section 1C	7 Ga. 4.32" x 6.15" x 26'4"	Section 2I	7 Ga. 6.15" x 7.13" x 14'0"
Section 1B	7 Ga. 4.18" x 6.15" x 28'4"	Section 2E	7 Ga. 6.15" x 7.69" x 22'0"
Section 1A	7 Ga. 4.04" x 6.15" x 30'4"	Section 2A	7 Ga. 6.15" x 8.25" x 30'0"

Sign Brackets Are Extra. Dependent On Sign Conditions

Minimum Span = Overall Beam Length — 3 Ft. Maximum Span = Overall Beam Length — 1 Ft.

CENTERLINE TO CENTERLINE POLES SPAN MIN.	MAX.	OVER-ALL BEAM LGTH.	MAKE UP CHART SECTION NOS.				DESIGN NO.
41'8"	43'8"	44'8"	L1E	R1E			30698-Y4
43'8"	45'8"	46'8"	L1D	R1E			30698-Y5
45'8"	47'8"	48'8"	L1D	R1D			30698-Y6
47'8"	49'8"	50'8"	L1C	R1D			30698-Y7
49'8"	51'8"	52'8"	L1C	R1C			30698-Y8
51'8"	53'8"	54'8"	L1B	R1C			30698-Y9
53'8"	55'8"	56'8"	L1B	R1B			30698-Y10
55'8"	57'8"	58'8"	L1A	R1B			30698-Y11
57'8"	59'8"	60'8"	L1A	R1A			30698-Y12
59'8"	61'8"	62'8"	L1E	MN2	R1E		30698-Y13
61'8"	63'8"	64'8"	L1D	MN2	R1E		30698-Y14
63'8"	65'8"	66'8"	L1D	MN2	R1D		30698-Y15
65'8"	67'8"	68'8"	L1C	MN2	R1D		30698-Y16
67'8"	69'8"	70'8"	L1C	MN2	R1C		30698-Y17
69'8"	71'8"	72'8"	L1E	L2I	R2I	R1E	30698-Y18
71'8"	73'8"	74'8"	L1D	L2I	R2I	H1E	30698-Y19
73'8"	75'8"	76'8"	L1D	L2I	R2I	R1D	30698-Y20
75'8"	77'8"	78'8"	L1C	L2I	R2I	R1D	30698-Y21
77'8"	79'8"	80'8"	L1C	L2I	R2I	R1C	30698-Y22
78'8"	81'8"	82'8"	L1B	L2I	R2I	R1C	30698-Y23
81'8"	83'8"	84'8"	L1B	L2I	R2I	R1B	30698-Y24
83'8"	85'8"	86'8"	L1A	L2I	R2I	R1B	30698-Y25
85'8"	87'8"	88'8"	L1E	L2E	R2E	R1E	30698-Y26
87'8"	89'8"	90'8"	L1D	L2E	R2E	R1E	30698-Y27
89'8"	91'8"	92'8"	L1D	L2E	R2E	R1D	30698-Y28
91'8"	93'8"	94'8"	L1C	L2E	R2E	R1D	30698-Y29
93'8"	95'8"	96'8"	L1C	L2E	R2E	R1C	30698-Y30
95'8"	97'8"	98'8"	L1B	L2E	R2E	R1C	30698-Y31
97'8"	99'8"	100'8"	L1B	L2E	R2E	R1B	30698-Y32
99'8"	101'8"	102'8"	L1A	L2E	R2E	R1B	30698-Y33
101'8"	103'8"	104'8"	L1E	L2A	R2A	R1E	30698-Y34
103'8"	105'8"	106'8"	L1D	L2A	R2A	R1E	30698-Y35
105'8"	107'8"	108'8"	L1D	L2A	R2A	R1D	30698-Y36
107'8"	109'8"	110'8"	L1C	L2A	R2A	R1D	30698-Y37
109'8"	111'8"	112'8"	L1C	L2A	R2A	R1C	30698-Y38
111'8"	113'8"	114'8"	L1C	L2A	R2A	R1B	30698-Y39
113'8"	115'8"	116'8"	L1B	L2A	R2A	R1B	30698-Y40
115'8"	117'8"	118'8"	L1A	L2A	R2A	R1B	30698-Y41
117'8"	119'8"	120'8"	L1A	L2A	R2A	R1A	30698-Y42


18'0"
7G 6.15" x 6.78" x 8'11¼"
8'11¼"
.07" Taper
¾"
42⅛"
36" ±1/16"

Section N2—7 Ga. 6.15" x 6.78" x 9'0" tube butt welded for 18'0" overall length. Used on 3-section structures.

LEGEND FOR CHART
L = Left Section
R = Right Section
M = Middle Section

EXPLANATION OF CHART
e.g. Span 67'8"/69'8" — Design 30698-Y17
L1C = 7 ga. 4.32" x 6.15" x 26'4"
MN2 = 7 ga. 6.15" x 6.78" x 6'15" x 18'0"
R1C = 7 ga. 4.32" x 6.15" x 26'4"

The Union Metal Manufacturing Company
Canton, Ohio 44705 Catalog No. 100
March 1, 1966 Printed in U.S.A.

RECEIVED
SEP 5 1968

FOR FILE
I 5-4(2) [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1968

SUBJECT: Advance Warning Sign Installation
Murder Creek Section
Pacific Highway

To: MEMO TO FILE

Following up on the pre-construction conference of yesterday afternoon, I have taken the following actions:

1. Contact with Darrel Lewis of Pacific Northwest Bell in Salem revealed that they had the order for the telephone work and that he did not anticipate any difficulty in completing the work within the allotted time. Mr. Lewis, who will be the coordinator for this work, can be reached at telephone 585-4177.

2. John Hegmann, BPR Area Engineer, was contacted concerning substitution of painting for galvanizing at the sign structures. Mr. Hegmann approved the plans change with an appropriate price agreement.

3. Gerald Kolling of Union Metal informs me that with the elimination of the galvanizing, their delivery time would be cut to 11 to 12 weeks with 10 weeks a possibility but not a probability. This information was transmitted to Gene Fields of Electric Corporation.

4. Gene Fields has asked the P&F Manufacturing Company of Portland for costs and delivery dates on the sign bridges as an alternate to Union Metal. When he receives this information he will pass it on to me. It is anticipated that this information will be available sometime tomorrow morning.

5. We are gathering preliminary information concerning footing designs and shop drawings for the sign bridges. As soon as I hear from Fields and a decision is made concerning the manufacturer, we will proceed with the immediate preparation of the designs.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:ji
cc: Tom Edwards
R. D. Asburry
L. L. MacIntyre

NOTED
TOM EDWARDS

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1968

I-5-4(62)234
7168

August 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 28, 1968, is requested in the award of contract for the Murder Creek Section, Federal-Aid Project No. I-5-4(62)234.

The contractor receiving the award is Electric Corporation, in the amount of $130,743.00, with Contract No. 7168 assigned. This bid was received on August 28, 1968, and awarded August 28, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities are involved as conflicts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date________________________

I concur in the award.

R. E. Simpson
Division Engineer

CL:ia

RECEIVED
AUG 29 1968
FOR FILING

Thaddeus Bruno, Member
Portland
I 5-4(62)234
7168

August 28, 1968

Oregon State Highway Commission

Gentlemen:

This will confirm Chairman Jackson's telephonic approval received this date to award the following project, for which bids were received on August 28, 1968:

1. Advance warning signs on the Murder Creek Section of the Pacific Highway in Linn County. Federal-Aid Interstate Project No. I-5-4(62)234. Five bids were received. The low bidder was Electric Corporation, Salem, in the amount of $130,745.00. The Engineer's estimate was $156,000.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

VB:ia

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
L. P. Shaw
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison

RECEIVED
AUG 21 1968

FOR FILE

I-5-4(62)234

[illegible] TION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-4(62)234

SECTION: MURDER CREEK

WORK : ADVANCE WARNING SIGNS

COUNTY : LINN

TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

7168

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: AUGUST 13, 1968

DATE AUTHORIZED: AUGUST 13, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE, CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN AMOUNT OF $3,000.00

REMARKS AND LIMITS OF AUTHORITY:

PS&E DOCUMENTS FOR THIS PROJECT ARE APPROVED. YOU ARE AUTHORIZED TO ADVERTISE THE PROJECT FOR BIDS TO BE RECEIVED AUGUST 28, OR LATER.

MR. YOUNG'S AUGUST 13, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

ADVANCE APPROVAL OF THE SCOPE OF THIS EXPERIMENTAL PROJECT WAS OBTAINED FROM OUR WASHINGTON, D.C., OFFICE UNDER PPM 60-2.

INCLUSION OF THE EQUAL OPPORTUNITY CLAUSES ATTACHED TO OUR JULY 1, 1968 MEMORANDUM MUST BE MADE IN THE CONTRACT DOCUMENTS. DELETION OF PARAGRAPH "C" MAY BE MADE UPON EXECUTION OF THE 1968 HIGHWAY ACT.

NOTED
E. D. KLABOE

Young w/enc.
8-20-68

OFFICE USE

RECEIVED
AUG 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: AUGUST 14, 1968

SIGNATURE OF APPROVING OFFICIAL: Glen L. Green

TITLE: For DIVISION ENGINEER

I-5-4(62)234
1168

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE
PHONE 364-2171 Ext. 1501
68-153-S

NEWS RELEASE

FOR IMMEDIATE RELEASE

August 13, 1968

Bids will be received by the Oregon State Highway Commission on Wednesday, August 28, in Salem for the installation of warning signs in the Murder Creek area on Interstate 5 just north of Albany in Linn County.

Plans for the proposed safety project, which it is hoped will reduce accidents in the fog-plagued area, call for the erection of warning signs, three in each direction, on the Interstate 5 approaches to the area. Each sign will carry in large letters the legend, "Slow," and then in smaller letters, either "Fog" or "Wreck" and "Speed." The speed will be in increments of 10 from 10 through 50 miles per hour.

The illuminated sign will be activated from the State Police office in Albany based on radioed reports from patrol cars in the area. Plans for the sign were developed by the State Highway Department and the Oregon State Police.

# # # # # #

NOTED
FLOYD QUERY

RECEIVED
AUG 16 1968

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-4(62)234
7168

Klaboe
T. Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 13, 1968

In reply refer to: 08-35.EC/710.11
X-file: I-5-4(62)234

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's August 9, 1968 letter submitted one item for inclusion in the subject program. This Stage 2 Experimental-Safety Construction Phase project is approved effective today:

Item	Project	Location	Work
548	I-5-4(62)234	Murder Creek Section	Fog warning signs

The P. S. & E. approval and the two-week advertising period is being granted concurrently by separate correspondence because of the urgency to complete the work prior to the fog season.

The provisions of PPM 60-2 concerning experimental features and the necessity of reports on the functional features of the system will be required. The initial report should be filed by project work acceptance and then subsequently on a periodic basis that will adequately cover the function of the sign. Each modification of the signs and/or equipment should warrant a supplemental or special report covering the effects of the changes.

Copy - Crandall
8-16-68

It should be noted that this project provides for only the installation of the necessary hardware for the signs including their manual activation and in accordance with our verbal agreement all automatic predicting and sensing equipment will be a function of Project HPR-1(6).

This project provides for an Experimental-Safety Interstate project at a total estimated cost of $125,000 of which $115,000 is reserved as Federal-aid Interstate funds.

NOTED
TOM EDWARDS

RECEIVED
AUG 15 1968
OFFICE OF

RECEIVED
AUG 14 1968

I-5-4(62)-234
7168

August 12, 1968

Mr. Chester W. Ott, Director
Department of General Services
General Services Building
1225 Ferry Street, S. E.
Salem, Oregon 97310

Dear Mr. Ott:

A portion of the advance warning signing system that is being installed on Interstate 5 in the vicinity of Albany will require remote control circuits involving leased voice-grade telephone channels. Completion time on the construction project will be approximately the end of October. Bid opening on the project will be August 27.

It is requested that the telephone company be advised of the timing schedule for the requirements involving its facilities in order that it might have the appropriate connect ready for usage when the signing project is completed. There have been some preliminary discussions on the equipment with Mr. Ory Friesen of Pacific Northwest Bell.

Your assistance in this matter will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:mk ja

[illegible]
AUG 1 2 1968

FOR FILING

Thaddeus Bruno, Member
Portland

I-5-4(62)234
7168

August 9, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Experimental Safety Improvement (Visibility Warning Signs) Project Item 548, Project I-5-4(62)234, Murder Cr. Section.

The project is being programmed in accordance with PPM 60-2. The required reports, etc., will be conducted under Project HPR-1(6).

It is our present intention to receive bid for this project on September 5, 1968. Due to urgency of completing the project as early as possible we hereby request your approval of a minimum advertising period of two weeks. We are making every effort to submit P.S. and E. documents in time to provide a larger advertising period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Approx. 0.4 mi. S of Albany North 6.5 mi. 21 65	ADT	PRESENT 19,000	FUTURE 40,500 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Sign Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lin	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 Approx. 0.4 mi. S of Albany N 6.5 mi.			
5					**ROW**		(Murder Creek Section)			
5					**CONST** (CODE) Experimental Safety Y-002			6.45	125,000	115,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.45	125,000	115,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 19,000	FUTURE 40,500 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 548 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I 14 23	NUMBER 5-4 7	SEQ. NO. (62) 13	I Projects Only POST MI. 234 (24) (26)	DESIG. 27

COUNTY NAME Linn	CODE 043 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE (36)	U.S. I-5 (37) (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(58) (66)	(67) (76)			Installation of 6 Visibility Warning Signs complete.
					ROW - 250' Normal; Access control-Full; Parking Restrictions complete.
6.45	125,000	115,000	10,000		
6.45	125,000	115,000	10,000		
	(16) (23)	(24) (33)			

REMARKS
Additional Data: Items 6A, 42 and 67,
Projects I-5-4(4), I-5-4(11) and I-5-4(13)

USCOMM DUSCOMM-DC 48905-P61

Remarks-Continued

The project consists of installation of six (6) neon signs [3 signs northbound and three (3) southbound] warning traffic of visibility hazard. Three signs to be mounted on existing structures and three signs to be mounted on sign bridges.

The signs to be controlled to read: Slow, Fog, Wreck and Speed (10 MPH increments) MPH.

The project is being programmed as an experimental safety improvement in accordance with PPM 60-2 and the required reports, etc., will be financed under our project HPR-1(6) which is being concurrently modified to include a work program item for said study.

RECEIVED
AUG 7 - 1968
FOR FILING

I-5-4(62)0341
7168

August 7, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

The advance warning sign system was recently approved by your office for funding with HPR Funds, contingent upon there being available monies and upon a meeting between representatives from your Washington Office and the Highway Department to determine in final detail certain items involving the research portion of the project.

copy in Res.

Mr. L. E. George of our Traffic Division has recently met with Mr. Dick Schwab and Mr. Wayne Neal of your Washington Office; Dick Arens of your office and Ted Dee of the Regional Office. As a result of this meeting, final details involving certain facets of the project were agreed upon. This letter is to serve as a letter of intent on the part of the Highway Department concerning these details. The following items were agreed upon and will be observed as a portion of the proposed project:

1. An operation plan as shown on the attachment has been reviewed and approved by both the State Police and the Highway Department and will be observed as the criteria for operation of the advance warning sign system. An executed copy will be transmitted to you in the near future.

2. As a portion of the study, there will be established sections from which control data will be obtained that will be utilized in the analysis of the study data. These control sections will be established in advance of and beyond the signed section in both directions. Sampling devices will be placed to gather data in these sections.

3. As the project progresses, a portion of the study will include the use of different legends other than the word "SLOW" on the sign. Appropriate data will be taken to observe the effect of these variable messages.

4. Flashing yellow beacons will be included as a part of the design of each warning sign.

5. The possibility of an additional sign facing each direction of traffic was also discussed. It was thought that perhaps additional advance warning over and above that shown on the plans might be desirable. It is suggested that a contract installation proceed as shown with the understanding that additional signs could be added at a later date.

6. As a portion of this project, visibility measuring equipment will be installed. This instrumentation will be utilized in obtaining data for correlation with speeds and other traffic characteristics. The data obtained from these instruments will be used as a portion of the overall study. In addition, appropriate investigations will be made to determine the feasibility of using instrumentation of this type as control equipment to actuate the signing system.

As stated in the original work plan, the traffic stream parameters of speed, volume, headway and accidents will be measured in addition to visibility. As discussed with representatives of your office, transverse placement will not be measured since it is not considered as pertinent data. All of the data will be measured in the vicinity of each sign location for each lane and for each direction of traffic. The data will be telemetered to a central control point for measuring and recording.

Some discussion took place on the desirability of using Interstate Funds to finance the contract portion of the project and HPR Funds to finance the data gathering and analysis as well as the report writing. We wish to officially request this method of financing, and, further, that the attached preliminary plans for the project be approved as an Interstate Safety Project.

It is also requested that approval be granted for a reduction in the normal three-week advertising period to two weeks. It is also understood that conditional approval will be granted from the local office for this project, contingent upon final approval of the project from the Washington, D.C. Office. The estimated cost of the Interstate Safety Project portion is $125,000, and the portion to be financed from HPR Funds is $50,000.

Your approval and early consideration of this request will be appreciated. It is proposed to call for bids on this project at the September 5 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosures

bc: Forrest Cooper
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young

LEG:nc ca

OPERATION PLAN
for
ADVANCE WARNING SIGN SYSTEM

Interstate 5 - Albany Vicinity

In order to provide the safest mode of operation for the traveling public, it is desirable to have an operational plan for use in the manual control of the advance warning signing system on Interstate 5. It is realized that no single criteria can apply in all cases under all conditions of the operation. In the event of an emergency involving vehicular accidents under clear weather conditions, the manual operation of the signing system must be initiated on the basis of the judgment of the officer in charge of the Albany State Patrol Office. In all cases, operation of the advance warning sign system will be initiated and terminated manually from a control console in the Albany State Police Office. This judgment in turn must be based upon information relayed from the field by patrol officers.

System operation resulting from adverse driving conditions created by fog should be based on visibility data in resonably accurate form, particularly in respect to the speed indication displayed. The Oregon State Highway Department will produce a set of visibility vs. operating speed curves which the Oregon State Police will use as a basis of initiating the operation of the warning sign system, also as a basis of the correct speed indication under those conditions of reduced visibility resulting from dense fog.

In any event, regardless of the reason that the sign system has been placed in operation, the Oregon State Police will exercise good judment in terminating operation of the system at the proper time. Continued operation of the warning system without adequate reason will destroy the effectiveness of the system and should be avoided in all cases. Other special events resulting in an emergency for actuation of the sign system will be based on the commanding officer's good judgment as influenced by data supplied from the field. These might include emergency conditions resulting from ice, high water, etc.

The Oregon State Police and the Oregon State Highway Department will continue in the future to work cooperatively in revising and updating, as might be necessary, operating procedures involving the sign system.

Superintendent of State Police

State Highway Engineer

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

59

[illegible] 9 1968

I 5 4(23) 3-4
7/16 X

Routing
Morgan
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Barbee
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Glenn
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Pease
Morelock
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Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1968
CONSTRUCTION
DIVISION

August 2, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of July 29, 1968 which enclosed the plan title sheets for the following projects.

1. Crater Lake Highway-Brownsboro Section, Lake of the Woods Highway, Jackson County.
2. Willamette River Bridge Section, Eugene-Springfield Highway, Lane County.
3. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.
4. Murder Creek Signing Project, Pacific Highway, Linn County.

Except for the first project we have no comments and they are approved. The crossing of Little Butte Creek on the Lake of the Woods Highway is of some concern to us. If proper precautions are taken, as regards siltation and other pollution, there should be no problem.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R O Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROK·ln

8-5-68 Copies to:

F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
George Wills
C. T. Keasey (6)
R. D. Asburry (2)
fw

A

RECEIVED
JUL 19 1968

FOR FILING

I-5-4(63)234
7168

July 18, 1968

6704

Mr. Monte Marshall
1342 Alder Street
Eugene, Oregon 97401

Dear Mr. Marshall:

This is in further reply to your letter of June 30 addressed to Governor McCall concerning the possible use of fog brooms on the section of I-5 northerly of Albany.

As a part of the study of the fog hazards on this section of I-5, we carefully reviewed all research which has been done concerning fog and its control. The fog broom, which is being tested by the New Jersey State Highway Department, was among the various items studied. Insufficient data is available at the present time to assess the value of the fog broom under anything but laboratory conditions. One of the unresolved facets of this research deals with the fact that the Environmental Science Services Administration tells us there must be a wind of three to five miles-per-hour in the formation of fog. The movement under these conditions would very quickly nullify any achievement of fog dispersal. We are watching this research very carefully and are interested in the full-scale application.

We appreciate your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

VDW:mc lms

cc: Governor Tom McCall

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
R. D. Asburry

June 30, 1968

Dear Sir,

In regard to the fatal fog-caused automobile accidents at Albany (Interstate 5) this past winter, I though that the enclosed article on "fog brooms" might be of some interest to someone.

Perhaps you will file it in the "circular file", or forward it to "the proper authorities".

Sincerely

Monte Marshall

1342 Alder St.
Eugene, Ore. 97401

FORM E-123

RECEIVED
JUL 17 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
~~FRED W. HILL, MEMBER~~
~~XXXXX~~
Thaddeus B. Bruno
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-4(12) [illegible]

July 15, 1968

Mr. Virgil G. Faulkner
Columbia Sign Company
1820 E. Burnside
Portland, Oregon 97214

Dear Mr. Faulkner:

The Oregon State Highway Department has applied to the Bureau of Public Roads for approval of a research project involving large variable-message signs. These signs will be used on a section of Interstate highway which experiences dense fog.

Six signs will be installed. They will be controlled from a central location through the use of leased telephone lines and encoding and decoding equipment.

Because the fog condition is normally at a maximum during the month of October, it is desirable to expedite the installation. However, Bureau of Public Roads' approval will not be forthcoming until the latter part of July. No purchase commitments can be given until approval is received.

There are attached a plan and specifications for the sign. It is planned to call for bids on these signs as soon as the project is approved. A five-week delivery will be specified. The plan and specifications are being sent to you at this time for study only and to make possible a short advertising period when bids are requested.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

NOTED
TOM EDWARDS

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments
bc: Tom Edwards

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 19 1968

7/68

June 19, 1968

Oregon State Highway Commission

Gentlemen:

In August 1966, the Highway Commission and the City of Klamath Falls executed an agreement to develop the so-called 5th-6th Street couplet (Klamath Falls-Lakeview Highway) in that city. The agreement calls for the work to be financed 25 percent City - 75 percent State. It is anticipated that the total cost will be approximately $125,000, making the State's share $93,500.

The agreement was conditioned to the effect that the project would not be undertaken until money was available. We have quite a few projects of this type in storage, and we believe that in the near future finances will permit this project to be started. Your authority is requested to place the 5th-6th Street Couplet in Klamath Falls on the current State construction program and advertise the project for bids as soon as plans can be made ready.

For several years a fog problem has developed on I-5 in Linn County in the so-called Murder Creek area. This is a short distance northerly of Albany and is near the Kraft mill. Atmospheric conditions in this general area are such that fog develops rapidly which, in turn, has created an accident problem on the freeway. Several chain-type reactions have developed and one of severe intensity occurred on March 20. This situation has caused much publicity and it is felt that the Department must do something to mitigate the situation in the future.

The Maintenance Division, together with the State Police, has proposed an illuminated sign that would be actuated from the State Police office in Albany. The signs would indicate such things as "FOG", "SLOW", and possibly a safe indicated speed. Because of strong public reaction

I recommend that we undertake this program even though we have no assurance that it will be completely successful.

At the moment, it is a little difficult to accurately estimate the cost but something in the $100,000 range seems probable. I request that you authorize this project also for addition to the current State Construction Program.

Both of these items were discussed with Chairman Jackson on June 13. He gave his approval and they will be on the agenda for the July 9 meeting for your formal concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
E. S. Hunter
F. B. Crandall
L. H. Young
C. H. Maison
H. S. Cox
R. D. Asburry
J. F. Putnam

RECEIVED
JUN 20 1968

FORM 2-30 50M 12-63 84676

I-5-4(62)234
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1968

SUBJECT:

To: MEMO TO THE FILE

The Albany fog signing procedure on I-5 is as follows:

1. It will be programmed HPR. This will take one month to get authority.

2. Details of HPR procedures require that we do some investigation and report as to results in speed reduction, following headways, et cetera.

3. The signs will carry the legend "SLOW" in 36-inch letters. The second line will carry the legend "WRECK", "FOG", "SPEED ____", with the speed being variable in 10-mile increments from 10 to 50 MPH.

4. There will be six signs; three placed on existing bridges and three on sign bridges.

5. The messages will be controlled from the Albany State Police office through leased telephone wires at a cost of $75 per month.

6. Details of signs and control units will be placed in the hands of suppliers immediately on an informational basis in order to utilize the otherwise 'dead' time which occurs while getting the HPR approval.

7. Immediately upon receipt of approval, formal bids will be taken through the Department of Finance and Administration for the materials.

8. A contract will be advertised for the installation of the materials to be delivered by the State.

9. The estimated cost is fairly firm at $150,000.

This will be on an 85-15 percent participating basis.

Tom Edwards

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

TE:ja

JUN 5 - 1968

I-5-4(62)234

7168

Salem, Oregon
June 4, 1968

Mr. Forrest Cooper

The status of the Murder Creek signing on I-5 is as follows:

1. Locations have been finalized.

2. Legends have not been resolved. We prefer only two legends on each sign, with all being identical. The first legend will be a large "SLOW" comparable to the "Slow" signs in use at Oregon Slough Bridge or those we used at the John Day Dam detour, with an added line reading "SPEED ______". The speed will be variable in increments of 10 miles, probably from 15 to 45 or 55 miles per hour.

The police recommend use of the word "DANGER" followed by the words "FOG", "ICE", or "WRECK" with a variable speed message in increments of 10 miles from 10 to 50 miles per hour.

We believe there is some legal peril in using the word "Danger".

3. The control system has not been entirely finalized. I lean to use of a low voltage wire cable with a control panel at the police office, although we are still investigating the cost of automatic equipment.

4. It seems imperative that three signs (to be positioned properly to make an effective attempt at control) must be placed on sign bridges. The other three will be placed on overcrossing structures.

5. The best guess as to cost at the moment is $100,000.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
F. B. Crandall

HOME ADDRESS
EDWARD N. FADELEY
260 SUNSET DRIVE
EUGENE, OREGON 97403

JUN 3 - 1968

I-5-4(62)981
7168

STATE OF OREGON
OREGON STATE SENATE
SALEM 97310

COMMITTEES:
MILITARY AFFAIRS, CHAIRMAN
MEMBER:
AIR AND WATER QUALITY CONTROL
JUDICIARY
LABOR AND INDUSTRIES
LOCAL GOVERNMENT

28 May, 1968

Forrest Cooper
State Highway Commission
Salem, Oregon 97310

Porter,

ORTER

Dear Mr. Cooper:

The Department is to be complimented on adopting portions of my proposals to you of April 23, for greater traffic safety at the Murder Creek fog site. The neon signs and the added police on-site in conjunction therewith will help. I still advocate widening shoulders and turn-out lanes in this section of I-5 plus use of a police pilot car when the fog is really there.

As you know in 1965 I advocated the use of the red wrong-way signs and arrows at the cloverleaf interchanges to prevent some people from going down a freeway the wrong way. These signals, now in use, have helped save lives. Your recent adoption of the neon and police on-site suggestion for the worst fog-fatality area on the interstate system will also be of service to our fellows and will save much property damage money as well. (There was over $50,000 -- easily in the March 20th chain crash.)

Incidentally, last Saturday morning I drove through an area of industrial smog near Murder Creek which unmistakeably came from the plant closest to the highway about one mile south of Western Kraft plant. All vehicles reduced speed and turned on lights.

Sincerely,

Edward N Fadeley
Edward N. Fadeley

B

NOTED
TOM EDWARDS

Copy - Crandall
6-3-68

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1 - 1968
FOR FILING

Maint &
Traf
Rd. Mtns
J-5

Fog

April 30, 1968

The Honorable Edward N. Fadeley
State Senator
260 Sunset Drive
Eugene, Oregon 97403

Dear Senator Fadeley:

I reply further concerning the accident problem in the Murder Creek area. First, I must say that the matter of traffic control in fog has been the subject of world-wide research. There are 37 documentations of this research in the Highway Research Information Service. We are studying these carefully to determine if some previous research is applicable to the current situation.

With respect to the cause of the fog, we have not as yet been able to make a determination what it is attributable to other than natural causes. However, at a meeting between this Department, the State Police, and representatives of the Governor's Office, it was determined that the Governor's Office, through the Sanitary Authority, should pursue this problem. We know also that the plant adjacent to the highway has a very intensive study underway on this subject. We do not feel that we should duplicate these two efforts.

The handling of fog is a very complex matter which has defied the best experts for many years. It is a source of many millions of dollars of loss of revenue to airlines who still are seeking even a partial answer.

We are trying to find some solution to the situation and will take action on something that we hope will mitigate the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
Ralph Sipprell
F. B. Crandall
R. D. Asburry

TE:jes fn

HOME ADDRESS
EDWARD N. FADELEY
260 SUNSET DRIVE
EUGENE, OREGON 97403

STATE OF OREGON
OREGON STATE SENATE
SALEM 97310

COMMITTEES:
MILITARY AFFAIRS, CHAIRMAN
MEMBER:
AIR AND WATER QUALITY CONTROL
JUDICIARY
LABOR AND INDUSTRIES
LOCAL GOVERNMENT

7083

23 April, 1968

REFERRED TO Edwards
BY [illegible] STATE HIGHWAY ENG

Forrest Cooper
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Cooper:

While I thank you for the prompt response to my letter of March 20th, I am not sure that I can accept it and the underlying premises thereof.

You state that there are 27 other locations where chain-reaction accidents have occured in fog. But is it not true that Murder Creek is the one where they occur at least once a year and where there have been fatalities in each of the last three or four years? I know you have treated it differently than other locations because your own signs have been placed there first and uniquely.

Porter

I think it is quite possible to combine wind speed and ground temperature at the Albany location adjacent to the accident sites with data from the 4:00 a.m. weather balloon from the Salem airport and to predict that fog conditions are going to be bad at Murder Creek. I note that the State Police have put out weather advisories through the radio stations on one occasion since this last accident and since attention was focused by public servants.

Widening the shoulders so that there is additional turnout lane should be done this summer. Use of the State Police pilot car is also a distinct possibility not costing very much and it would stop the traffic. A neon sign which stated a low speed limit, not merely to slow down or to look out, would, I believe, have a direct effect in conjunction with State Police on the scene.

As you can see I do not agree that one needs to go all the way to some eastern academy to find practical solutions to life-saving on Oregon highways. You also assume that the fog is entirely natural and cannot be controlled. This is an assumption which may be correct and it may not and you are in the best position to finance the study to find out. I call on you to do it.

Sincerely,

Edward N Fadeley
Edward N. Fadeley

J. K. WEATHERFORD, (1875-1936)
MARK V. WEATHERFORD, [illegible]
J. K. WEATHERFORD
ORVAL N. THOMPSON
HARRISON [illegible]
JOHN S. HORTON
[illegible] JORDAN
WILLIAM E. BRICKEY

WEATHERFORD, THOMPSON, HORTON & JORDAN
ATTORNEYS AT LAW
130 W. FIRST AVENUE
ALBANY, OREGON 97321

POST OFFICE BOX 667
PHONE [illegible]

MAY 29 1968
FOR FILING

[illegible]
711-2

May 23, 1968

Mr. Tom Edwards
Assistant Engineer
State Highway Department
Salem, Oregon

Re: Western Kraft

Dear Mr. Edwards:

As I advised you some weeks ago in conference, this office represents Western Kraft in Albany in the matter of collecting information relative to the occurrence of accidents on Interstate 5 near the Western Kraft plant. You kindly furnished us with data from your department relative to this area.

I am enclosing, herewith, the data that we have gathered relative to this matter. This includes a newspaper survey of accidents in the area from 1950 to date, weather data obtained from local meteorologists, and the United States office at Eugene, statements from individuals relative to the accidents of March 19, 1968, pictures, and incidental information. Our survey is not complete and we have not had the opportunity to analyze the data that we have gathered, and consequently have arrived at no conclusions.

We are furnishing you this data at this time for I understand there is a safety commission meeting in the immediate future, and we understand that our client, Western Kraft, is releasing this data to the public and members of the safety commission.

We will furnish you any additional data as it is gathered.

Very truly yours,

John S. Horton

Bud

JSH:SSS
ENCL:
cc: Western Kraft

RECEIVED
MAY [illegible]
TRAFFIC ENGINEERING

NOTED
L.E. GEORGE

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

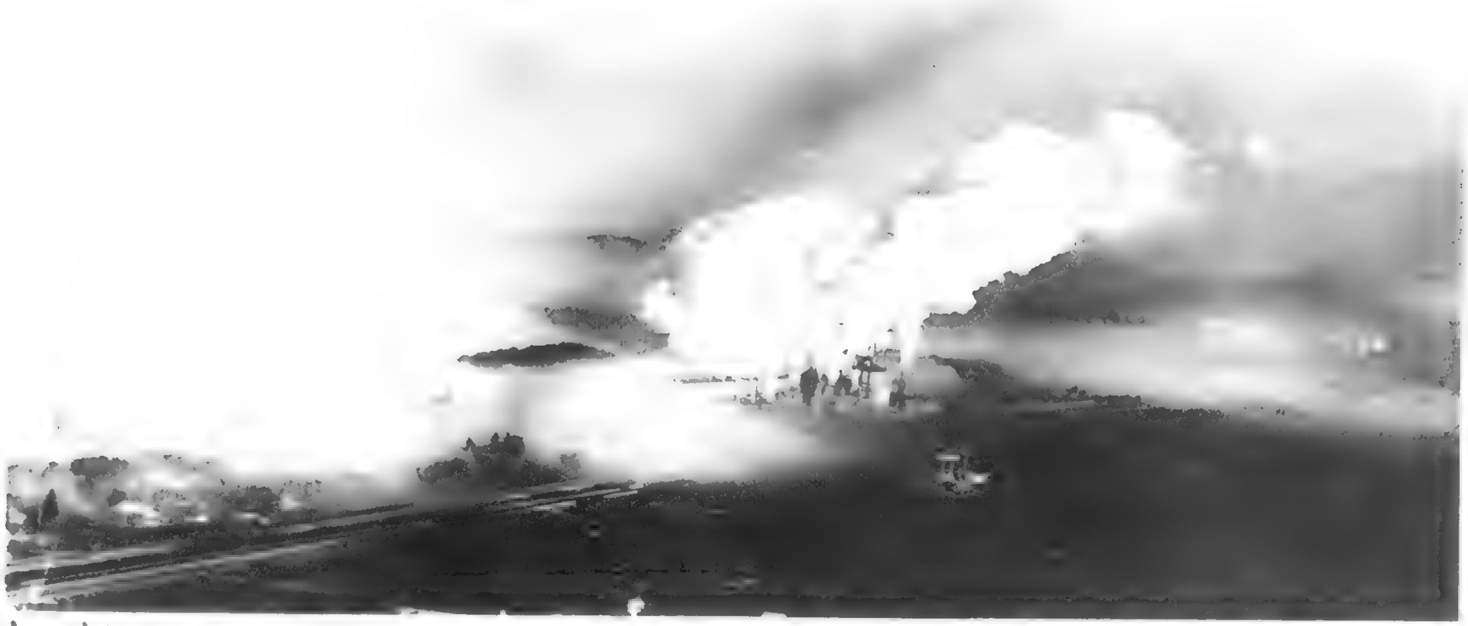
3/20/68 9:08 a.m.

3/20/68 9:08 a.m.

3/20/68 8:56 a.m.

3/20/68 8:55 a.m.

2/22/67 9-10 a.m.



2/22/67 9-10 a.m.

JOINT STATEMENT
OF
HOLLY HOLCOMB, SUPERINTENDENT OF STATE POLICE
AND
FORREST COOPER, STATE HIGHWAY ENGINEER
RE
FOG PROBLEM ON S.P. CROSSING—MURDER CREEK SECTION OF INTERSTATE 5, LINN COUNTY

Although fog is a problem in many areas of Oregon, the section noted above seems to have aggravated and concentrated fogs that form with little or no warning causing serious traffic disruption.

Studies indicate that the problem of fog has plagued experts and laymen for years, particularly since the advent of the automobile and airplane. As of this point in time, no panacea has been found. However, some progress is being made and there is little doubt that ultimately the problem will be, at least, partially solved.

In the interim, it is believed that precautionary measures should be taken. After studying this matter for some time, we believe that the following should be tried:

1. Place appropriate warning signs in the area for use during periods of poor visibility caused by fog.

2. Increase the traffic patrol in the area during the season when fog prevails.

The signs referred to above would probably be neon lighted using large letters with appropriate legends.

Details of location, type, cost, et cetera, are now being worked out. The program should be considered experimental as there is no background material to indicate that it will be totally successful. However, it appears to be the best approach to be used onaa trial basis.

May 13, 1968

FC jko Copy to [illegible]

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

[illegible]
7/68

May 9, 1968

Mrs. Oscar Gigstad
Route 2, Box 312
Sweet Home, Oregon 97386

Dear Mrs. Gigstad:

I have discussed your letter in which you make a suggestion for the fog problem northerly of Albany with the State Highway Engineer, Mr. Forrest Cooper.

Although we are all seeking a solution to this difficult matter, Mr. Cooper calls to my attention the problems involved if cars broke down or had flat tires in the narrow, confined traffic lanes. These would surely breed rear-end collisions, causing more accidents of the chain-reaction type. Accidents or breakdowns in the lanes would also create serious traffic congestion throughout the length of the section.

I appreciate your interest in traffic safety and wish that more people would take it seriously.

Sincerely,

Governor

TM:ma

bcc: Forrest Cooper

NOT
FORREST COOPER

COPY

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

GIGSTAD TO HIGHWAY 5/3

Rt 2 - Box 312
Sweet Home 97386
Oregon
April 30, 1968

Gov. Tom McCall
State Capitol Building
Salem, Oregon.

Honorable Governor:

A great deal of thought has been given to the Albany 'Lethal Fog' condition.

Considering the proposed 'Lights' - I am fearful that they (by themselves) will not be an adequate protection.

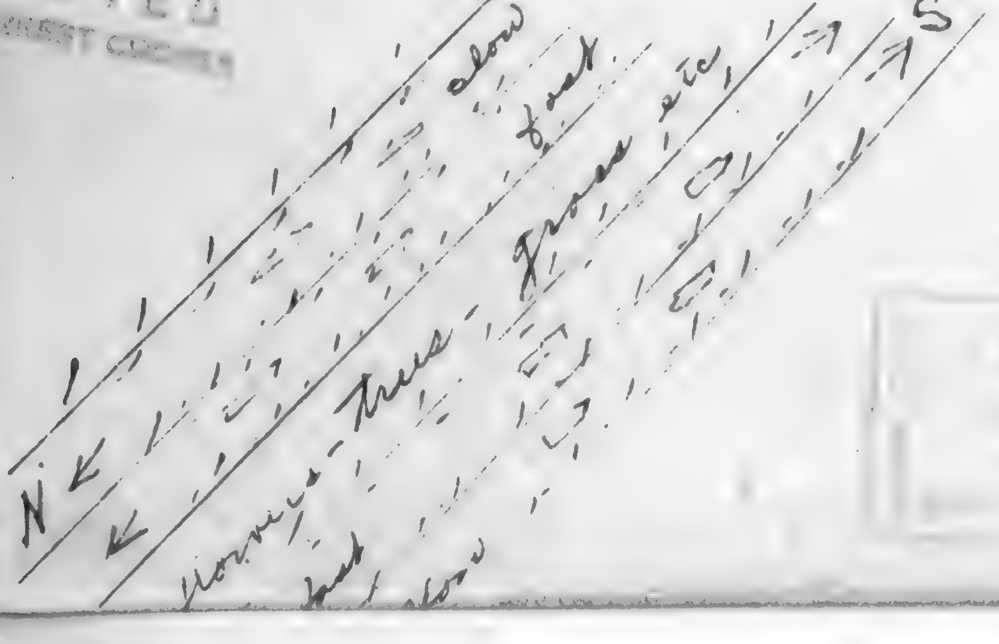
Now, should a 'fence' be constructed these several miles - along each side, of each lane? (Notice of No Passing at anytime next 3 mi" - allowing fast traffic to shoot into left lane - slow into right)

On these fences some device; near wheel height; that would tell the driver he was not in center of lane. Allowing the driver to proceed through the fog slowly; "Knowing" he was in his lane, and Actually on the freeway.

Very truly yours -

Mrs. Oscar Gigstad

NOTED



MAY 1 - 1968

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
April 1968

REPORT ON FOG
Mid-Willamette Valley Area

Historical Background:

This report is written as the result of a request from Mr. Tom Edwards, Assistant State Highway Engineer. The information in this report is the result of a conversation with Mr. Vern Maddox from the Environmental Services Station at the Salem Airport and as the result of the information obtained from the books listed in the footnotes (1/ and 2/)

Discussion:

Fog may be classified as three different types (radiation, advection, and evaporation). The type of fog which is most familiar to and is formed in the Mid-Willamette Valley Area is radiation fog which is more commonly known as summer fog or ground fog. This discussion will be primarily limited to radiation type fog.

Radiation fog occurs when moist air contacts the earth's surface and, due to cooling, is condensed to form fog. The conditions conducive to this type of fog are as follows:

1. A long clear night which allows the heat stored in the earth during the day to radiate away.

2. A considerable amount of moisture in the air (a humidity of 80% or more) "Fogs produced at unusually low humidities are particularly dense and dry and consist of an unusual number of very fine particles." 1/

3. A light wind of about three to six miles per hour.

4. A type of terrain which permits collection of air such as a valley or depression.

5. There must be a sufficient amount of nuclei in the air for the fog to form on. According to Mr. Maddox, there is a sufficient amount of nuclei in the air for fog to form at almost anytime in the Mid-Willamette Valley.

6. A difference between the dewpoint and the temperature of the air or not more than 4°F. The dew point is defined as the temperature at which air becomes saturated when cooled under constant pressure and with constant water-vapor content. 2/

1/ Edited by Thomas F. Malone, "Compendium of Meteorology," page 1179, American Meteorology Society, Boston, Massachusetts, 1951.

2/ R. K. Linsley, Jr., M. A. Kohler, J. L. H. Paulus, "Hydrology and Engineers," Page 16, McGraw-Hill, 1958.

7. A temperature generally below 50°F and in the 30's or 40's.

The radiation type of fog usually burns off upon being exposed to the sun and will dissipate. This type of fog is generally shallow and patchy.

DH:jt
4-8-68

RECEIVED
APR 12 1968

FOR FILING
[illegible] 234
711-8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 11, 1968

SUBJECT: New Jersey Fog Brooms

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

I have delayed giving you comments on this matter until I could research the material that might be available in our library.

The information that is available on fog brooms indicates that this device is fairly new as far as highway usage is concerned. New Jersey instituted experiments on this device in the fall of 1967. Results of these experiments are not known. Prior to that time, all of the work with the fog broom had been under controlled laboratory conditions which indicated that the broom would disperse fog, at least under laboratory conditions.

It is my own opinion that this device would not be practical along a lineal section of freeway if there existed any wind velocity at all. Under calm, quiet conditions it would probably tend to disperse the moisture in the immediate vicinity of the broom. These are my opinions; I do not have any evidence or fact to back them up.

I know that Ed Hunter has corresponded in the past with W. R. Bellis, the Director of Research for the New Jersey Highway Department. Ed may have recent word from Mr. Bellis on the results of the experiments conducted last fall.

At the present stage of development of this device, I do not feel it is at the point where it is practical to apply the equipment for fog dispersion purposes.

L. E. George

NOTED
TOM EDWARDS

L. E. George
Assistant Traffic Engineer

[illegible]
ENGINEER

LEG:mk

RECEIVED
APR 18
FORM [illegible] (12-67)

FOR FILING
I-5 [illegible]
716K

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1968

SUBJECT: I-5
Murder Creek
Delineation

To: Mr. E. S. Hunter
Maintenance Engineer
Department

Attention Mr. Robert Bothman

This is to inform you that the delineation requested by your office on March 27 has been installed. This installation was done with the assistance of the Sign Engineer Mr. Gix.

R. D. Asburry
Division Engineer

By JB Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj
cc: J. J. Gix
Roger D. Trygstad

NOTED
TOM EDWARDS

Copy for Edwards
Info.
EH

MAINTENANCE ENGINEER
RECEIVED
APR 11 1968

☐ ME	☐ AME	☑ AME	☐ [illegible]	☐ AG
☐ BS	☐ ABS	☐ AA	☐ FILE	☐ TA

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APR 1
FOR FIL

I-5-4(2)234
7168

1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 8, 1968

[illegible]

6466

Mr. Harry H. Smith
Route 4, Box 363
Albany, Oregon 97321

Dear Mr. Smith:

Thank you for your suggestion of automatically operated signs to correct the situation at Albany which caused the recent accidents there.

The problem is being studied by both the State Police and the Highway Department in an effort to arrive at a solution that will alleviate the condition and all possibilities are being considered. We find the basic trouble is that, as always, a small group of motorists do not heed warning signs which makes the situation critical for all. This is evident from actual experience in driving in fog conditions and observing traffic performance.

I appreciate your taking the time to write to me about this matter.

Sincerely,

Governor

TM:mv

COPY

NOTED
FORREST [illegible]

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SMITH TO HWY 3/27

HARRY H. SMITH
ROUTE 4 BOX 383
ALBANY, OREGON 97321

6930

March 26, 1968

Tom McCall
Governor
Salem, Oregon

U.S.C.G automatically operated
fog horns. (lights?)

Dear Governor:

It has been suggested that devices similar to those used by the Coast Guard be installed to initiate operation of the fog warning lights on I-5 in the Murder Creek area.

I now discover that this suggestion was referred to the Highway Commission more than a year ago and that the present manually operated signals are all that they provided.

At least three human lives have been wantonly discarded due to a situation which could have been much alleviated if not prevented.

I feel sure that this suggestion did NOT reach your desk.

I also feel sure that you are going to win the battle against the Nicotine demon.

a reformed smoker,

Harry Smith

MAR 27 1968

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Dept Plan

[illegible]

MAR 29

RECEIVED
MAR 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1968

FOR FILING

Form

Time 5 00 PM

Place Albany

OFFICER'S REPORT

OREGON STATE POLICE

No.

County Linn

Subject INFORMATION - Fog Conditions

April 3, 1968

Interstate 5, MP 64 to 66

[illegible]

711 P

Refer to : Officers report dated April 3, 1968 by Corporal Hamer, subject Information, Fog Conditions, Interstate 5, MP 64-66.

At 5:03 A.M. this morning writer was called by the Office, Officer Harry Elmer, and advised that there was fog on the Freeway at Murder Creek, adjacent to the Kraft Plant and the visibility was approximately 100 feet. This information was called in by our Graveyard patrol and 5 minutes later by the attendant at the Freeway Shell Service station at Murder Creek & Hwy. I5. Officer Elmer advised that he had radioed our offices at Salem and Eugene, requesting their cars proceed to this area to assist with opening the Slow signs and to assist with traffic. He was instructed to call all our day patrols to duty and Corporal Hamer.

Writer left residence at 5:10 A.M. and was at Murder Creek at 5:20 A.M.. Upon my arrival at this area the fog had raised and visibility at Murder Creek was approx. ½ mile each direction, however the discharge from the stacks of the Kraft plant kept changing and at times nearly got right down on the Highway. Please note in Corporal Hamers report that at 6:34 A.M., the smoke from the two stacks on the North end of the plant were blowing flat and across the freeway just off the Hwy, and at 6:37 A.M. the smoke from all the shorter stacks was flowing directly across the Freeway, with part of the smoke coming down to within 20 - 30 feet of the Freeway. As is noted in Corporal Hamers report the direction of the wind kept changing rapidly and was not, until 7:30 A.M., that the discharge from the Kraft plant stacks maintained its flow up and away from the Highway.

After writer arrived on the scene, the lowest the visibility got was approx. 500 feet in the Knox Butte area, due to fog in that area. By the time I got to the scene Officer Badger had nearly all the slow signs activated and he was assisted by other patrols arriving and all the signs were turned by 7:20 A.M., except one at Knox Butte overpass, on which the lock would not open and we called Mr. Gerald Phillips, Hwy. Dept. Albany to get this lock off. He had lubricated these locks since March 20, 1968, so apparently the lock was just defective.

Due to the visibility not getting below 500 feet after I arrived, I did not have the officers take any other action than to get in position in case visibility worsened and we had to use them to slow or divert the traffic. Following is the positions in which I stationed cars.

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

Form 8a—30M—1-67

Time

OFFICER'S REPORT

OREGON STATE POLICE

Page 2

No.

Place Albany

County Linn

Subject INFORMATION - Fog Conditions

April 3, 1968

NORTH BOUND LANE HWY I-5

Eugene Car	2518	Approx 1000 feet South of Hwy 20, N. Bound.
Dunbar	2312	North of on ramp from Hwy 20, South of Knox Butte overpass.
McLellan	2313	North of Knox Butte Overpass, North of the on ramp from Knox Butte.

SOUTH BOUND LANE HWY I-5

Salem Car	2114	South of Dever Conner Overpass.
Cofer	2315	Just South of View Crest Overpass

Officer Rissman in 2314 was dispatched to Murder Creek, Viewcrest area to take photos of the area, particularly of the action of the discharge from the Kraft Plant Stacks, and for standby in case he was needed to help slow traffic.

Corporal Hamer was previously directed to go to the area with camera and tape recorder and record locations of fog and smoke, giving times, and visibility conditions. This was done and the information he recorded is in his referred to report.

Officer Badger continued to patrol the area from Hwy 20 to Viewcrest to take action on violators, as was Officer Steiner, and to be available if conditions worsened and they were needed to assist in slowing traffic.

At 7:00 A.M. visibility conditions were very good, and the Salem and Eugene cars were released, but to stay in the vicinity in case they were needed. At 7:33 A.M. I was satisfied that the fog had dissipated and the smoke from the Kraft plant was now maintaining a flow away from the Hwy, so the operation was discontinued.

Again the fog moved in very rapidly, and as rapidly moved out or dissipated at Murder Creek. I know it is repetitious, but it remains my opinion, that due to the speed with which this fog and smoke can move in and out of this area, the only way to get warning signs activated in all cases, without fail, is to have them automatic.

Photographs taken at the scene will be forwarded as soon as they are processed.

150-23 Robert C. White, 2nd Lt.

RECEIVED
MAY 7 - 1968

TIME FOR FILING

OFFICER'S REPORT
OREGON STATE POLICE

No.

Place Albany

County Linn

Subject INFORMATION, Fog Conditions— Suppl.

Interstate 5, M.P. 64-66.

April 3, 1968:, 19

Refer: form 3a report by Lt. R.C. White this date:

After being advised at 5:05 A.M., of fog conditions on I-5 in the vicinity of M.P. 66 north to M.P. 64, writer patrolled this area untill 8:00 A.M. During this time, starting at 5:30 A.M. and ending at 7:15 A.M., the general direction of the smoke from Western Kraft mill, the weather conditions and visibility were recorded on tape and is the substance of this report. The smoke from Western Kraft is mentioned continuously throughout this report only as a guide to indicate the various direction the wind moves in.

5:30 A.M. Fog settled in area around Knox Butte overpass, visibility about 500 ft. Fog signs had been in operation for sometime. View crest reported to be fogged in a little by the patrol. Fog at Knox Butte extends for about 150 to 200 yards north of the interchange. North of this, area is clear, wind out of the north west.

5:34 Smoke blowing to the south east, elevation over the freeway at about 200 feet, coming out of all of the Kraft plant smoke stacks.

5:41 South Jefferson Junct., south bound. Just north of View crest, haze settling in. Smoke from Kraft plant drifting slightly to the southeast, then at the time it gets over the freeway, goes straight into the air.

5:45 Smoke from Kraft plant going straight up and over the freeway, about a third of it going off to the south east. Other than this area, sky is clear, slight overcast, can see fog on both sides of the freeway in the low areas. Approaching south bound in vicinity of Knox Butte overpass, visibility now about 800 to 1,000 feet.

5:50 Visibility just north of the office and on north clear at present time.

5:52 Visibility good all thru the area, smoke from Kraft plant going straight up and to the west from the main stack. Smoke from the lower stacks going up and to the east, diredtly opposite from the smoke coming out of the main stack.

5:56 South bound, south Jefferson Junct., clear in this area and on both sides of the freeway. High overcast, smoke from the Kraft plant blowing to the south east, at least most of the smoke from the shorter stacks. Smoke from the main stack going up 500-600 feet, then drifts to the west.

Form [illegible] 4 57 State Printing 3641

OFFICER'S REPORT

OREGON STATE POLICE

TIME ....

No. ....

Place Albany

page 2

County Linn

April 3, 1968, 19......

Subject INFORMATION, Fog Conditions-Suppl.

6:05 A.M. Weather at View crest clear, slight overcast, wind out of the north west, may have picked up a little, smoke from lower stacks blowing more directly across the freeway, smoke from the main stack is still going up over the freeway, then rises considerably, directly over the freeway, then back to the north west. Ground wind out of the northwest blowing to south east. No problems with visibility, elevation of smoke going across the freeway now about 100 feet. Other than the smoke, is clear in the area.

6:10 Only fog pocket is now down by the office(patrol office). A bank of fog just east of the patrol office, no visibility problems.

6:15 North bound, smoke from all of the shorter stacks at the Kraft plant blowing east southeast, smoke from the main stack is going straight up and then back to the northwest.

6:25 South bound, smoke from the lower stacks at the Kraft plant is blowing across the freeway to the southeast. Main stack, the smoke is going straight up, then to the north west. A fog bank now to the east of the freeway hiding the top of Knox butte. No fog apparent on the west side of the freeway. Smoke from Duraflake and Wah Chang blowing across the freeway, no visibility problem.

6:30 A little smoke from Wah Chang and Duraflake at Knox butte interchange but no visibility problem.

6:34 North bound by Kraft plant, smoke from short stacks on south part of plant hovering and not going any direction, a little going up and to the east. Smoke from main stack now blowing up and more to the east than before. Smoke from two stacks on the north end of the plant blowing flat and across the freeway just off the highway.

6:37 Smoke out of the Kraft plant main stack going up and to the east, then back to the north and then to the north west. Smoke from all of the shorter stacks now blowing directly across the freeway, part of the smoke coming down to withing 20-30 feet of the freeway, no visibility problem however.

6:47 Wind has changed, part of the Kraft plant smoke blowing more to the southeast than before from the shorter stacks, smoke from the main stack going up and to the northwest.

6:50 Smoke from the lower stack at the Kraft plant blowing to the southeast, just over the freeway, smoke from the main stack now blowing southeast but much higher, probably 500-600 feet above the freeway.

Form 3a—36M 3-57 State Printing 3641

OFFICER'S REPORT

OREGON STATE POLICE

TIME

No.

Place Albany

page 3

County Linn

Subject INFORMATION, Fog Conditions-Suppl.

April 3, 1968, 19

7:00 A.M. South bound at View crest, smoke from all of the lower stacks at the Kraft plant blowing to the southeast, smoke from the main stack starts out to the southeast, then after rising a little, swings back to the north and then off to the northwest again.

7:15 Wind still out of the northwest, smoke from the main stack at the Kraft plant blowing to the southeast, swings back to the east, then goes nearly straight up. Smoke from the shorter stacks is blowing directly across the Shell station and is just above the freeway.

During the time writer was in the area, a contact was made with ROBERT SUMPTER who is the graveyard attendant at the Murder Ck. Shell station and is the person who called the Albany patrol office advising of the fog conditions. He stated that within ten minutes after his call was made, the fog began to lift and drift off.

cc: extra copy:

James A Hamer

251-23 James A Hamer, Cpl.

NOTED
TOM EDWARDS

RECEIVED
APR 4 - 1968
FOR FILING

I-5-4(62)254
7168

April 3, 1968

Mrs. Rita Schneider
1500 Maple Street
Albany, Oregon 97321

6450

Dear Mrs. Schneider:

We are in receipt of your letter of March 21 citing the need for remedial measures to forestall chain-reaction accidents under fog conditions such as recently occurred on I-5 north of Albany.

You suggest that instead of laying the responsibility on the paper plant in the vicinity, as per some of the news media, other measures be taken to relieve the situation. You also suggest installation of raised pavement markers on the lane lines plus advance signing advising of the fog condition and the need for lowering of speed.

The basic problem is that in any traffic stream there is always a minor group, probably some 15 percent of the total, which takes no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driver actions.

We appreciate your interest in traffic safety. Be assured that we are continuing a close study of this matter in an attempt to avert this type of accident.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

FBC:njc mc
bc Forrest Cooper Victor D. Wolfe
R. L. Porter F. B. Crandall

MAR

.6901

Xd

REFERRED TO
Admin
BY SECRETARY

1500 Maple St.
Albany. Ore.
March 21, 1968

State Highway Dept.
Salem, Oregon

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENG

To Whom It May Concern:

Crandall
RD

For some time now, since my parents moved to Montesano, Washington, I have been meaning to write to you and compliment our state highway department for what I feel is an excellant freeway system. Washington's so called free-way is disasterous and the smaller roads almost the same.

We here in Oregon enjoy a smooth freeway with on and off ramps, and our highways kept in good shape.

As with everything else, there are flaws. One of them being "Murder Creek" just north of Albany on the freeway.

This morning two Lebanon women were killed in a massive chain reaction pile up, because of dense fog that settled.

Each year, or so it seems, there has been this type of accident because of fog.

Now, what I'd like to know is this - is it more convenient for the highway Department to let the news media blame Western Kraft for this fog, or part of it, rather than do something about it?

Why is it that little, other than putting up signs, has been done to prevent these chain reaction pile ups?

Can nothing be done, other than to blame a pulp mill, before another tragedy such as today's occurs?

The pulp and paper plant cannot be moved, and the freeway cannot be moved. I'm sure the problem can be solved. The question is how long before you come up with an answer?

I have a suggestion: The raised plaques on our off ramps? A driver knows when he drives over these, why not put them on the freeway, center line and the lines on both sides, for a three or four mile length in the area of Murder Creek. Then place a sign, or signs, say at the Viewcrest exit southbound, and the T & R Restraurant northbound, warning drives of the danger of the fog in this particular area, and lowering the speed limit.

You have signs where drivers are warned of deer crossings. Why not signs of a more perilous nature? At least with a deer, one knows what one is hitting.

Thank you for taking

time from a busy day to read an Oregon Drivers grievance.

Again I commend you for an otherwise, safe and beautiful highway system.

Mrs Rita Schneider

RECEIVED
MAR 2 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 2 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 - 1968

FOR FILM

I-5-4(62)234

7168

April 3, 1968

Mr. H. J. Weist
477 W. Sherman
Lebanon, Oregon 97355

Dear Mr. Weist:

6457

This will acknowledge your letter of March 23 concerning the recent serious chain-reaction accident during fog conditions on Interstate 5 in the Murder Creek area. You suggest a combination of signal lights, pavement markings, et cetera.

Fog situations are by no means peculiar to the Murder Creek area. A check of the three-year accident record for I-5 discloses 27 locations other than the Murder Creek area where chain-reaction type accidents have occurred in the fog.

The basic trouble is that in any traffic stream there is always a minor group, probably some 15 percent of the total, which takes no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driver actions.

We do appreciate your interest in traffic safety. Be assured that we are continuing to study this matter in an attempt to avert this type of accident if at all possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry - Enc.

FBC:njc srb

3-23-68

State Highway Dept.

Salem, Oregon

Dear Sirs,

I have a suggestion to make about the strip of Interstate 5 between Murder Creek and the Jefferson cutoff.

Why not put luminous paint on the lines, divider lines, as well as shoulder lines. Then either put black lights or fluorescent lights above that can be turned on when it is foggy; you will know what I mean by black lights. It causes minerals to show up in rocks.

I don't suppose this could be done, without spending a pretty penny. But that strip of road has cost some people quite a goodly price as it is today.

I have been out in the valley toward Grand Prairie School when the rest of the valley was clear and it looked like a strip about 1/2-mile wide and twice as long a solid mass of fog. Some way the way the air comes from the Jefferson way around that point of hill with that cove up to the right as you go to Salem and the hills from the Knox Butte does something to the air. It was more or less the same before Kraft built there.

Only a suggestion. Think on it.

I remain, Resp. yours,

H. J. Weist
477 W. Sherman
Lebanon, Oregon 97355

Crandall [illegible]

RECEIVED
APR 3 - 1968
FOR FILING
I-5-4(62)234
7168

April 3, 1968

Mr. Charles F. West
4120 Hudson Avenue, N. E.
Salem, Oregon 97301

Dear Mr. West:

This will acknowledge your letter of March 22 concerning the recent serious chain-reaction accident during fog conditions on Interstate 5 in the vicinity of Murder Creek and suggested measures to remedy the situation.

You suggest a system of sodium vapor lights plus flashing signals and advance signs as a means of alerting traffic to a fog condition. I would like to point out that fog conditions are by no means peculiar to the Murder Creek area. A check of the three-year accident record for I-5 discloses 27 locations other than Murder Creek where chain-reaction type accidents have occurred in the fog.

The basic trouble is that in any traffic stream there is always a minor group, probably some 15 percent of the total, which takes no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driver actions.

We do appreciate your interest in traffic safety. Be assured that we are continuing to study this matter in an attempt to avert this type of accident if at all possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

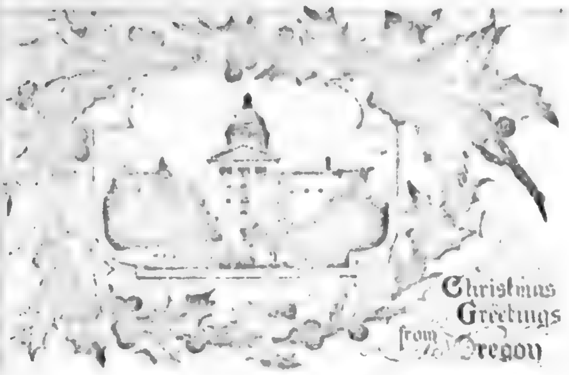
Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
Dale Allen

FBC:njc srb

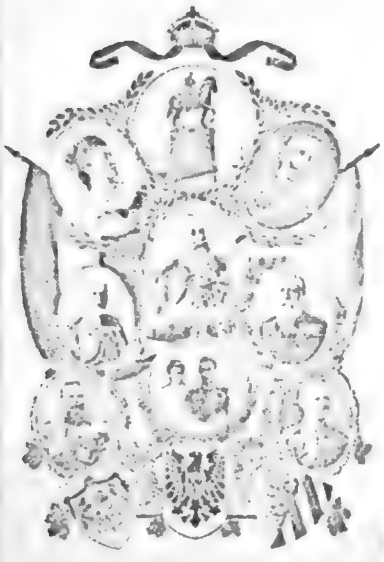
"ANY SUBJECT KNOWN TO MAN CAN BE FOUND ON A POSTCARD."

Mr. & Mrs. Charles F. West
Deltiologists
4120 HUDSON AVENUE N.E.
SALEM, OREGON 97301



22 March 1968

NOTED
L.E. GEORGE



Chief Engineer
Salem- Albany Division
State Highway Dept.
Salem,Oregon 97310

MAINTENANCE ENGINEER
RECEIVED
MAR 25 1968

☐ ME	☐ AME	☐ AME	☐ OE	☐ AG
☐ BS	☐ ABS	☐ AA	☐ FILE	☐ TA

3/25/68 OCE copy to Bud George to reply - PCill

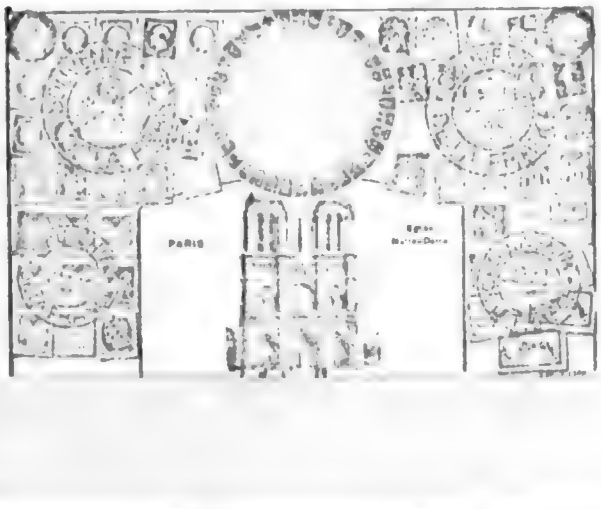
cc Maint files

Dear Sir:

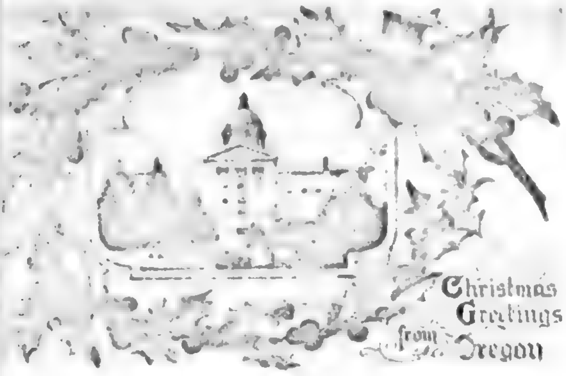
I know at this time that the conditions on the freeway south of here are most disturbing and the fact that such tragedies as have occured over the years are hard to take. There must be some way that drivers can be forced to slow down when entering a fog bank like the Murder Creek area. It seems so senseless that cars and trucks must drive on heedlessly of suspending danger ahead. Seems to me the natural tendancy is to slow down.

Louis Wain
Chinchilla Persian

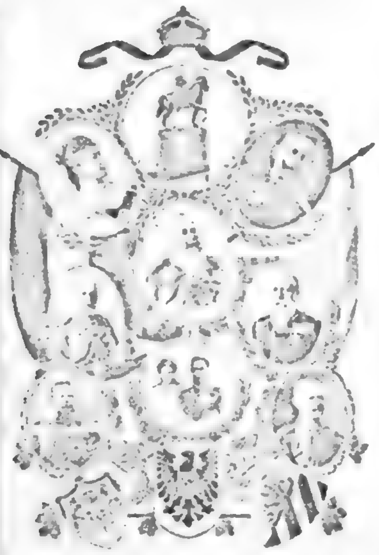
I have a suggestion to make that may have been thought about and again maybe not. However I would like to suggest that a bank of sodium vapor lights be installed in this fog area and that they be in operation according to the way the sun shines or the fog collects. When the light recedes the lights should come on and be at an elevation that they can penetrate the fog bank or at least give it light to show it is not a tunnel of cotton. There must be some form of lighting that could be used and a flasher of red or amber light would draw attention plus a few signs placed well in advance of the fog area.
I think it is worth consideration.,it costs money but lives are saved too and it will



"ANY SUBJECT KNOWN TO MAN CAN BE FOUND ON A POSTCARD."



Mr. & Mrs. Charles F. West
Deltiologists
4120 HUDSON AVENUE N.E.
SALEM, OREGON 97301



balance out the defecit in time. This interstate highway is a fine piece of work but this Murder Creek can become Negligent Homicide Gulley if it is allowed to continue. There must be some form of lighting that can make that a safe spot at all times off the day and night.

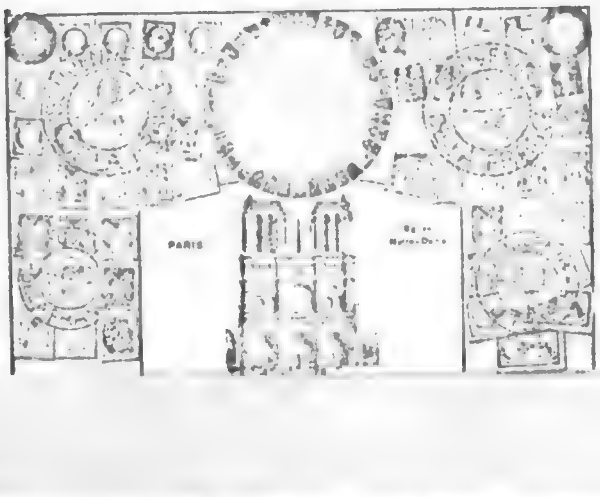
I suppose one driver slows down as a precautionery measure to protect himself while a heqvy footed individual can't relax as a dead-line in time is essential. Well how may all those who were destroyed this last time ever have a full life?

The foregoing is just an idea, maybe it has some worth and maybe not, but, nothing ventured nothing gained.

Sincerely yours

Charles F. West

Louis Wain
Chinchilla Persian



FORM [illegible] 10-65

I-5-4([illegible])234

7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 3, 1968

SUBJECT: Cost Estimate "FOG" Signs
Murder Creek Area
I-5

To: Tom Edwards
Asst. Highway Engineer
BUILDING

The cost of advance "FOG" signs with remote control from the Albany office is as follows:

2 advance signs @ $3,000	$ 6,000
Trenching for burial cable	10,500
Cable	16,000
Cable splicing	1,200
5 repeater stas. @ $1,000	5,000
Sign & power installation	5,000
TOTAL	$43,700

The above estimate envisions two alternate messages: "SPEED 30 FOG AHEAD" and "SLOW - WRECK AHEAD". The estimate does not provide confirm read-back that the sign is operative.

On location of the signs, the southerly one at the Santiam overcrossing appears to be okay; however, I believe the northerly sign should be north of Viewcrest at Dever Road, M.P. 61.74.

It has been suggested that a fog senser be provided to make this operation automatic and I presume that such senser would be basically a photo-electric cell that would "kick on" with the onset of a condition of low visibility. I don't profess to know too much about this sort of thing; however, I would question whether it would be a "fail-safe" operation. Any senser that operates in terms of humidity conceivably could kick over with rain.

F. B. Crandall

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

FBC:njc

Approved ....

Asst. State Hwy. Engr.

RECEIVED
APR - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1968
FOR FILING

I-5 4[illegible]-34
716

April 3, 1968

Mrs. Arnold Meyer
1026 Fairview Drive
Springfield, Oregon 97477

6458

Dear Mrs. Meyer:

This will acknowledge your letter concerning the recent serious chain reaction accident during fog conditions on I-5 north of Albany.

You conclude that the problem is not one that can be remedied by signing or other alerting devices in that drivers fail to take heed of warnings. With respect to any type warning signs, signals, et cetera, there is always a minority group in any traffic stream, probably some 15 percent of the total, who take no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driverreactions.

We appreciate your interest in traffic safety. We are continuing to study this matter closely in an attempt to avert this type of accident.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

FBC:mjc mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Original to Edwards
3-25

Undated

Oregon Highway Department
Salem, Oregon 97310

Dear Sirs:

We have been listening to the words of Mr. Fadeley about the Highway Dept. being responsible for safety in fog on highway at Albany. We travel from Eugene to Portland very frequent and in all kinds of weather, and fog real thick, not only at Albany but in spots all way from Eugene to Portland in the early hours--and we have this to say. The Highway Dept. cannot stop people from making more speed than the fog will allow. Some of the drivers have no sense at all. They don't slow down for signs, nor anything else. We are very frightened sometimes at the way people drive. I would like for Mr. Fadeley to ride with us, in early morning hours, and just see who is responsible for some of the wrecks such as happens in fog.

We have even seen 2 cars try to pass at same time--when only one should pass, and the State Police could help too, if they would be on the highway between 5 and 7 instead of in office at Albany. We seldom see a State Police in early hours--but their cars are in at Albany. Now, I'm not saying they don't do their jobs--because they are very good--and we also have high praise for the Washington Patrol. We were checked by them last weekend in a road check--and they were wonderful.

I hope Mr. Fadeley will travel some of the early morning hours in fog before he blames Highway Department too much.

Sincerely,

Mrs. Arnold Meyer
1026 Fairview Dr.
Springfield, Oregon 97477

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

I-5-4(62)-34
716X

April 2, 1968

Edwards

Mrs. G. E. Massey
Route 1, Box 375
Canby, Oregon

Dear Mrs. Massey:

Ed Westerdahl has told me of his conversation with you and of the concern which you expressed regarding the accident on the highway outside of Albany.

As you know, the State has been extremely concerned as well. In fact, we installed signs in this area some time ago. This accident, however, has proven to us that the signs were not adequate. Since the accident we have changed completely our procedure with the State Police so that there will be more officers on duty during the critical morning and evening hours.

We also have asked the Highway Department to completely review all proposals which would serve to eliminate this hazard. Your article regarding the New Jersey "fog broom" is the first I have seen regarding this particular method, and I am conveying it to the State Highway Department. Hopefully, something like this will be found that can work in Oregon.

I appreciate and share your concern and truly hope that no more lives will have to be lost because we can't combat the quirks of weather.

Sincerely,

Governor

MAINTENANCE ENGINEER
RECEIVED
APR 5 1968
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

TM:wc

cc: Mr. Forrest Cooper, ✓
State Highway Engineer

COPY

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

EW

3-27-68

Governor Tom McCall
Salem, Ore.

Dear Governor McCall.

After reading of the serious accident at Albany I called your assistant by phone as my Father is seriously ill and I spend most of my day in portland, We had a long talk on this accident.

We know the area very well as our daughter attended O.S.U for four years came home every week end.

I feel I know of some of the existing conditions in this area. so I am enclosing this article for you to read. It might be passed on to the person in charge of this disaster.

I appreciated Mr Westerdahl talking with me. He was polite in every way but I still think of five homeless children.

Sincerely
Mrs G. E. Massey
Rt 1 Bx 375
Canby, Ore

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

I-5-4(62)234
7168

April 2, 1968

Edwards

Mr. Ralph W. Predmore
335 South 4th, Apt. #66
Corvallis, Oregon 97330

Dear Mr. Predmore:

I certainly appreciate your concern over the tragedy near Albany. We at the State level have been exercising every precaution possible in trying to avoid accidents of this nature, including the placement of signs in the area, and special instruction for our State Policemen.

Since the accident the Highway Commission is totally reviewing its signing system and the State Police have established a more massive patrol system for this particular location.

We are also investigating all ideas that may serve to dispel the fog in that specific location. Yours could well be one that is workable. I am, therefore, taking the liberty of conveying your letter to the State Highway Commission so that they may review this along with other suggestions.

Thank you very much for your desire to assist the State and for your interest in this matter.

Sincerely,

NOTED
TOM EDWARDS

Governor

Copy-Crandall
4-9-68

TM:wc

cc: Mr. Forrest Cooper, ✓
State Highway Engineer

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Office of the Governor;
The Honorable Tom McCall,
Salem, Oregon.

Dear Sir:

In view of the recent multi-car pile-up, resulting in tragedy in the Albany area, I feel it my civic duty to share what I think may be a solution and a preventative for the future. First, let me assure you this is not a "crank" letter. On the contrary, it is conceived in the interest of Oregon Highway Safety. I do hope you may consider the idea practical, or, at least, think on it before you consign it to the waste basket. My idea is simply one, or more fans in the areas involved; somewhat on the order of the wind-machines employed in the citrus areas in Arizona to keep the air moving in cold weather to avoid freezing. These fans could be elevated possibly twenty feet in the air, so as to be above the highest vehicles(to avoid cross-winds) and could be constructed on the order of a prop on an airplane; ie-to push the fog behind it, or, draw the fog toward it, depending on which side of the highway would be the most convenient for installation. My first thought was to have the fans turned on by atmospheric pressure(excess humidity concentration) but in the case of rainy weather this would also turn them on when they were not needed. As an alternative, they could be turned on manually, by remote control, from the nearest Highway Patrol outpost. The necessity of usage could be determined in several ways: to wit:: by periodic patrolling(O.H.P.), by spotters(people living in the immediate area), or by passing motorists, observing the accumulation of fog. Thank you for reading thus far. As one Irishman to another, I am primarily interested in retaining blood in the motorist and not spilling it on our highways. Thank you.

Ralph W. Predmore,
Ralph W. Predmore,
335 S.4th.Apt.# 66,
Corvallis, Oregon 97330
Phone-----752-7671.

MAR 25 [illegible]

RECEIVED
APR [illegible]

FOR FILING

I-5-4(2)0334
7168

April 2, 1968

Mr. William E. Sweetland
Sweetland Compressed Wood Products
2441 Hilyard Street
Eugene, Oregon 97405

6464

Dear Mr. Sweetland:

This will acknowledge your letter of March 26 concerning the recent serious chain-reaction accident on Interstate 5 in the Murder Creek area near Albany. You suggest a signing system to alert the driver to fog conditions.

The basic trouble is that in any traffic stream there is always a minor group, probably some 15 percent of the total, who take no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driver actions.

We do appreciate your interest in traffic safety. Be assured that we are continuing to study this matter in an attempt to avert this type of accident.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall

FBC:njc jes

SWEETLAND COMPRESSED WOOD PRODUCTS
ARROW SHAFTS MATCH-ALL POINTS
2441 HILYARD STREET EUGENE, OREGON 97405 PHONE 345-0928

March 26, 1968 6932

Edwards

Mr. Forrest Cooper
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

MAR

Porter

Dear Mr. Cooper:

I am writing to you in regard to the problem of safety in heavy fog conditions on the highway, and a system which I am suggesting to combat this situation.

Naturally the dispersal of the fog would be ideal, but lacking that ability it seems best that we must approach the problem by a driver warning system. Of course it is possible to tell drivers to watch out for a potential hazard ahead, but this again falls short of filling the real need. In my opinion it is necessary to have some graphic means of defining how serious the fog is at the moment, because that is the crux of the problem. As a driver approaches a fog bank, it is very hard for him to estimate the density of the fog, and so to judge his speed. If he drives too fast he may hit the car ahead, too slow and he may be struck from behind. I think that the installation of the simple system I am about to describe would provide a quick graphic pace-setter for the motorist, and would materially contribute to safer driving in very poor visibility conditions.

At considerable distance on each side of the hazard area, a large sign would describe the "Low Visibility Pace Setting System". Then at predetermined intervals along each side of each travel lane there would be small signs placed about four feet high. If the driver can see only one of these signs at a time, his speed should be 5 miles per hour. If 2 signs ahead can be seen, 10 miles per hour, 3 signs 15 miles per hour, etc. The signs should not be illuminated or reflectorized because the visibility should be keyed to the ordinary visibility of a vehicle or an object in the road.

It may be that the pace-setting signs should be geared to 10 mile intervals rather than 5, but this can best be determined from highway safety charts and tables, particularly the "stopping distance" charts. But once the interval is determined it should be kept uniform. The idea would be easy to teach to the public, and I believe it could be adopted immediately. Further, it would be inexpensive and would not require activating by any highway personnel. It would operate day or night,

[illegible]
RB

automatically, because it is merely a graphic "range finder" to help the motorist judge his visibility distance.

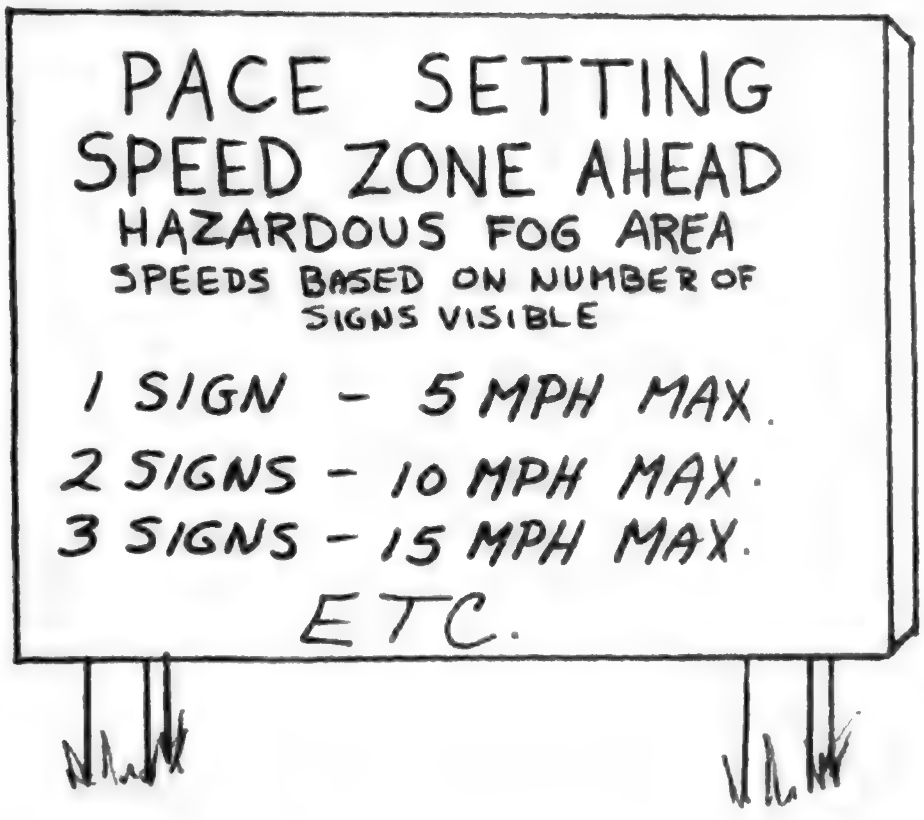
I offer this suggestion with the hope that you will give it careful and constructive thought. If I can add any further explanations, do not hesitate to call on me.

Copies: Edw. N. Fadeley
Register Guard
Oregon Statesman

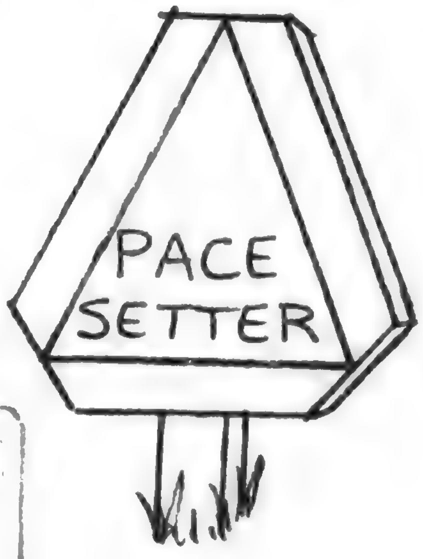
Sincerely,

William E. Sweetland

William E. Sweetland


PACE SETTING
SPEED ZONE AHEAD
HAZARDOUS FOG AREA
SPEEDS BASED ON NUMBER OF SIGNS VISIBLE
1 SIGN - 5 MPH MAX.
2 SIGNS - 10 MPH MAX.
3 SIGNS - 15 MPH MAX.
ETC.

Suggested sign in advance of fog area


PACE SETTER

Suggested pace-setting sign

RECEIVED
MAR 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

I-5-4(62)234
7/68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 1, 1968

SUBJECT: Cost Estimate
Stimsonite Buttons
Murder Creek Area
I-5

To: Tom Edwards
Asst. Highway Engineer
BUILDING

You asked for a cost estimate for laydown of Stimsonite buttons at the subject location.

@ $2/button, 40' ctrs...............$264/mi.

Figuring buttons on fog lines, both sides, plus center lane lines in two directions:

5 miles, 6 lines of buttons........$7920.

I have used 40-foot spacing in that this fits the cycle on our lane lines, 15'stripe, 25' gap.

I would wonder whether or not under fog conditions whether the three lanes might be confusing and that it might be better to delineate only the two shoulder stripes.

On color, yellow vs. white, in the redraft of the National Manual, Markings Section, I believe they are going to come up for the use of yellow delineators on the left, or median side, and white on the right shoulder. I would suggest that we conform with this pattern colorwise.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

Copy - Hunter
4-9-68

RECEIVED
APR - 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 29 1968

I-5-4(22)234

7168

March 29, 1968

Mrs. Fred E. Sauvageau
1663 Brookdale Avenue
Eugene, Oregon 97401

Dear Mrs. Sauvageau:

This is in response to your March 20 letter concerning the recent multiple-vehicle accident on Interstate 5 north of Albany on the morning of March 20.

The situation north of Albany is indeed perplexing and is being thoroughly reviewed and investigated by both the State Police and this office. At the moment, I cannot speculate as to what the final answer may be but all possible solutions are being analyzed.

This problem is worldwide and a great many approaches have been tried or experimented with in an effort to mitigate damage. I appreciate your taking the time to communicate with us and assure you that if any reasonable and practical solution can be found, it will be placed in operation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Governor Tom McCall

R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

VDW:mc RLP:ms fn

.6893

REFERRED TO
admin
BY SECRETARY

1663 Brookdale Avenue
Eugene, Oregon 97401
March 20, 1968

APPROVED
DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department

Salem, Oregon 97301

Gentlemen:

The highway tragedy in the fog-shrouded area at Albany this morning prompts me to write.

Two winter seasons ago I was travelling from my home in Eugene to Everett, Washington. Weather conditions were normal, even sunny in places between Eugene and Albany. Suddenly I came upon a heavy bank of fog in this same area. I applied my brakes cautiously, hoping the fellow behind me would do the same and not hit me. I could hear the screech of brakes all around. Then I was it it! Just like a door had been closed in front of me. I was terrified! I crept slowly ahead until I was directly in back of a flatbed truck moving slowly ahead. You may be sure I stayed right with that driver! I always feel secure in a troubled driving situation if I can be near a truck driver. Cars were in the ditch and police officers were assisting the best they could with flashlights.

Porter

Then, just as suddenly, I was out of it. I was so scared that I just shook all over for miles and miles. The weather from that one place on to Everett was beautiful.

Ever since that incident, I dread any trip through that area all winter long and have done a lot of thinking about a solution which would insure safe passage through this "death trap." May I offer the following?

Install a regular traffic STOP signal some distance prior to each approach to this area, to operate only in extreme danger periods. Naturally you would have to have WARNING signs in advance of the signal prominent enough to catch the eye of the devil himself to alert drivers. At the traffic signal, a pilot vehicle would be employed to lead the travellers through single file.

Since this dangerous situation does not happen very often, naturally it can not be manned. So that is a problem in itself. Perhaps a watchman at the Kraft plant could be imposed upon to telephone the alarm to the operators in charge of my suggested plan.

Had I not experienced this terrible danger area, I could not feel so strongly about offering at least an idea for a solution to the problem.

Sincerely,

Mrs. F. E. Sauvageau

Mrs. Fred E. Sauvageau

cc:
Hon. Tom McCall, Governor
State of Oregon

RECEIVED
MAR 28 1968
FOR FILING

I-5-4(62)334
7164

March 28, 1968

The Honorable Edward N. Fadeley
State Senator
260 Sunset Drive
Eugene, Oregon 97403

Dear Senator Fadeley:

We have your letter of March 20 concerning the recent serious chain accident during fog conditions on I-5 in the Murder Creek area near Albany.

Fog situations are by no means peculiar to the Murder Creek area. A check of the three-year accident record for I-5 discloses 27 locations other than the Murder Creek area where chain-reaction type accidents have occurred in fog.

This Department has expended great effort on this problem. Our research has included study of reference material from the National Highway Research Board, Academy of Sciences, Washington, D. C. These reference materials include such pertinent items as fog dispersal devices, radio communication with vehicles, and highly sophisticated alerting systems utilizing remote control of changeable message signs. To date, no one seems to have evolved any method or device, practical of widespread application, which would solve the problem.

Our basic trouble is that in any traffic stream there is always a minor group, probably some 15 percent of the total, who take no heed of warning signs. This is evident from actual experience in driving under fog conditions and observing driver actions.

We will continue to study this matter and attempt to avert this type of accident if at all possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

bcc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Ralph Sipprell
F. B. Crandall
R. D. Asburry

FBC:njc/TE:ja jes

6

HOME ADDRESS
EDWARD N. FADELEY
260 SUNSET DRIVE
EUGENE, OREGON 97403

STATE OF OREGON
OREGON STATE SENATE
SALEM 97310

COMMITTEES:
MILITARY AFFAIRS, CHAIRMAN
MEMBER:
AIR AND WATER QUALITY CONTROL
JUDICIARY
LABOR AND INDUSTRIES
LOCAL GOVERNMENT

6892

20 March, 1968

REFERRED TO
admin
BY SECRETARY

REFERRED TO
Edwards

Copy to Crandall
for S/O

State Highway Commission
State of Oregon
Salem, Oregon 97310

Gentlemen:

It now has become obvious that permanent warning signs are not the answer to preventing loss of life and property on Interstate 5 north of Albany near Murder Creek.

This morning's fatal crashes might have been averted had we possessed full knowledge of the origins and nature of the unusual fog condition that often prevails in that vicinity.

Porter

It is my understanding that one roadside industry makes aerial photographs to see where the fog comes from when accidents occur in that area. The public has a right to see these photographs.

Nowhere else in Oregon, to my knowledge, have you posted permanent signs similar to those you have placed near Murder Creek.

I call on you to take immediate investigative action to see what can be done to prevent such collisions as occurred today.

An investigation should be conducted by your department at once to determine if the unusual fog condition is contributed to in any way by noxious airborne effluent from roadside industries.

The present condition is a great hazard to life and property and may constitute a burden on interstate commerce, prohibited by the United States Constitution.

Sincerely,

Edward N Fadeley
Edward N. Fadeley

EF/b

RECEIVED
MAR 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I 54(62)-34
7168

air mail

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 25, 1968

Mr. David H. Stevens, Dir.
Highway Research Board
2101 Constitution Avenue
Washington, D.C. 20235

Attention: Mr. Ed Miller

Dear Mr. Stevens:

This will confirm a phone request made to Mr. Miller on Friday, April 22, March

I indicated to Mr. Miller that we were experiencing problems with respect to chaim reaction type accidents on our freeway sections during fog conditions. The specific request was to obtain a read-out [inclusive of synopsis] from your reference bank on material as might be pertinent to our problem.

I indicated my thoughts regarding items as follows:

Fog Dispersal Devices
Alerting Systems
Radio Communication with Drivers

You will probably have some better thoughts than I on topical things over and above those listed; however, this is a start at least.

I would appreciate your transmitting the listing by Air-Mail.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

NOTED BY
TOM EDWARDS

RECEIVED
[illegible] 1968
OFFICE OF
[illegible] HIGHWAY ENGINEER

FBC:njc

bc: Tom Edwards

C

MAR 26

FOR FI

I-5-4(62)251

7148

March 25, 1968

Mrs. Gertrude Brown
91 - 23rd Avenue East
Eugene, Oregon 97405

Dear Mrs. Brown:

I have your letter of March 21 and I am pleased to note your interest in highway safety. You may rest assured that we have been studying the fog situation near Albany at great depth to determine if some practical solution can be found.

However, this is not the only area in the State in which accidents occur due to fog. Such accidents also occur in other States and in foreign countries (particularly in England) and are of such concern that much study and research has been done through the Highway Research Board, which is a branch of the National Academy of Sciences. No practical solution has yet been achieved. It is our hope that eventually some fool-proof method can be found.

Again, I wish to thank you for your interest in traffic matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
**Victor D. Wolfe
F. B. Crandall (enc.)

**Referral No. 6898

TE:ja

REFERRED TO
Admin
BY SECRETARY

Eugene Ore
Mar 21, 1968

Oregon State Highway Dept.
Salem, Oregon.

.6398

Dear Sir:-

The loss of lives in the fog area near Albany is disastrous.

Is the Highway department interested in suggestion from the public to relieve this situation?

Would it be possible to install fog horns all along the bad fog section of the highway. to be operated when fog conditions are bad. Also build rest area or pull offs where cars can get off the main highway if necessary.

Would blowers be effective such as used in California to protect the orchards from frost Something to keep the fog from settling so low.

The general public is so use to road signs they are no longer effective. this doesn't warn them as to how serious the fog condition is.

The out of State tourists praise the Oregon freeway and think they are the best.

Hope something can be done soon to relieve this serious situation so they will continue to feel this way about Oregon and save the lives of those using the highway.

Sincerely
Mrs Gertrude Brown
91-23 Ave. East
Eugene, Oregon
97405

I 5-4(62)234

7168

REFERRED TO
Edwards

1114 Waller SE
Salem, Oregon 97302
March 22, 1968

Mr. Howard Eddy
Director of Oregon Traffic Safety Commission
Highway Building
Salem, Oregon

Dear Mr. Eddy:

I am disturbed about the large number of accidents on Interstate 5 north of Albany near Kraft paper mill. I commute from Salem to Oregon State University with two other young married women five days a week; luckily we were in Salem for spring vacation when the fatal accidents happened there this week. Otherwise, we might have been involved in one of them. The two women who burned to death while commutting to college hit home hard with me.

I appeal to the State Traffic Safety Commission to do all possible to improve this 4-mile stretch by the mill and to assure you that there is much concern about the hazards of driving in this area. All your efforts to improve it are appreciated. Of course, I realize that safety depends on the individual driver, but when visibility is zero, it's hard to judge whether other drivers are going to maintain freeway speed or slow down. Another factor is that drivers on this stretch for the first time aren't familiar with the unusually low visibility near the mill so cannot be prepared to adjust speed for it.

Another problem for the individual driver is that speeds for fog-driving on freeways aren't standardized, we have no "rules" to follow; that is, some believe speed on freeways in fog should be maintained to avoid being rear-ended while others believe in slowing to 50 mph or less. No one is just sure what judgment the other driver will make for the situation, and this is what causes wrecks. It seems inevitable that if there is one wreck by the mill with wreckage going into both lanes, there will be more wrecks as cars come into the mill area without being able to see what is happening ahead.

Inherent in my whole concern is the basic cause of all the trouble--the mill. I'm not arguing against the mill or industry, but I feel regret that 11 people have been killed in accidents by the mill. One cannot help but assume a correlation between the mill smoke and the accidents. Your Commission is certainly aware of the hazards of the low visibility and the great number of accidents for you've posted permanent fold-down "Wreck Ahead" signs in this small stretch.

NOTED
FORREST COOPER

Something has to be done about this area to reduce accidents! The suggestion about large lights (stretch above the highway I assume) telling drivers to slow to 25 mph when visibility is low is a creative approach, but I think these lights should call for a graduated decrease in speed to

Copy - Crandall 4-9-68

NOTED
TOM EDWARDS

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

prevent pile-ups caused by drivers who are not familiar with the area and not expecting a sudden speed reduction. For example, the first warning light nearing the stretch would just reduce speed to 60 mph with a warning, the next sign could reduce speed to perhaps 40 or 50 and so on until speed is down to 25 mph (or whatever) in the worst area closest to the mill.

My other thought is probably too far-fetched to be considered: Reroute that section of the freeway so it's not near the mill smoke. Much work and planning would be needed, true, but it would be worth it to save our lives while driving there in the fog. I believe it would represent a good deal of progress in highway safety.

My two ideas may not be the best solutions to the problem because I'm not a traffic safety expert or engineer. But the point is, I want your Commission to be aware that people are genuinely concerned about this situation and want much thought and planning to be involved in correcting the hazard in driving this stretch of highway. We encourage all your efforts!

Yours truly,

Rebecca Spence

Mrs. Rebecca Spence

Enclosure

cc: Forrest Cooper
    Holly Holcomb

FORM 6-108K 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-4(1.2)-34
7168

NOTED
R. L. PORTER

March 22, 1968

Mr. Stan Federman
Staff Writer
THE OREGONIAN
Portland, Oregon 97201

Dear Mr. Federman:

By telephone contact this date you indicated you had obtained some accident information with respect to the section of Interstate 5 in the vicinity of the Kraft plant from Howard Eddy, and indicated you would like to have some additional information from this office.

As per your request, I attach hereto a summary of fatal accidents for the years 1955 to 1961 inclusive for the South Jefferson Junction-Santiam Junction Section of what is now Interstate 5.

I trust the information supplied will serve your needs.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

FBC:mk
Attachment
bc: R. L. Porter
Tom Edwards
Howard Eddy

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FATAL ACCIDENTS

South Jefferson Junction, M.P. 62.83
to
Santiam Junction, M.P. 68.19
on
Old US99 - Interstate 5

Year	Number Fatal Accidents	Persons Killed	Persons Injured
1955	0	0	0
1956	0	0	0
1957	1	2	4
1958	1	2	1
1959	2	2	0
4-lanes opened November 29, 1959			
1960	0	0	0
1961	0	0	0
Totals	4	6	5

RECEIVED
JUN 23 1967
FOR FILING

I-5-4(62)234
7168

June 22, 1967

Mr. David Steiner
Department of Speech
University of Oregon
Eugene, Oregon

5510
5638
1010"

Dear Mr. Steiner:

In response to your verbal request to our Traffic Engineering Division, there is enclosed a listing of accidents in fog conditions on Interstate 5 near Albany.

The section covered is from three-fourths of a mile north of the Murder Creek Interchange to approximately one-half mile south of the South Santiam Interchange. The period covered is from April 13, 1959 to February 28, 1967. This is in the vicinity of the Kraft plant in which your class is interested insofar as air pollution is concerned.

Care should be exercised in interpreting these data. These accidents were reported as having occurred in fog. Whether smoke from the plant was a contributing factor in the density of the fog is a matter of conjecture.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji ja

Form E-12—1M—

STATE OF OREGON
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

...., 19..........

Accidents on I-5 Caused By Fog Conditions - M.P. 65.00 to M.P. 68.50

4-13-59 to 2-28-67

STATE PRINTING DEPT.

4-23-67

M.P.	Date	Time	Type Collision 1/	Sev[illegible] 2/	Persons Killed	Persons Injured	No. Veh. involved	Remarks
1959	No Accidents							
1960								
1961	No Accidents							
1962								
65.01	1-30-62	6:00 P.M.	RE	NF		2	3	Sbd. Stopped for other vehicle struck by Sbd car
65.22	1-30-62	7:00 P.M.	SSO	PD			2	Nbd stopped for other Vehicle, Sideswiped
68.00	11-14-62	7:00 AM.	NC	PD			1	Nbd Car avoiding Nbd Car St[illegible] in line, overturned
1963								
65.80	10-6-63	7:00 AM.	RE	NF		1	3	Sbd. Cars following too Closely Struck Slow moving car
66.20	10-6-63	7:00 AM	RE	F	2	9	5	Sbd. car Stopped for previous acc[illegible] Struck in rear, Chain reaction
1964								
19[illegible]								
6[illegible].15	12-5-64	7:00 P.M.	SSO	PD			2	Sbd Car Skidded, Sideswiped Slowing Car.
68.00	12-5-64	7:00 P.M.	RE	PD			2	Sbd. Car, following too Closely Skidded into rear of Sbd. Car slowing for officer
68.50	12-5-64	7:00 P.M.	RE	F	1	4	6	Sbd Cars Slowing for obstruction from Previous accident. Struck in rear by Sbd car Chain reaction
1965								
65.20	12-4-65	10:00 P.M.	RE	NF		2	3	Nbd truck stopped for previous accident, Struck by Nbd truck, Car following Struck truck
65.22	12-4-65	10:00 PM	RE	PD			3	Nbd Car Stopped for other Car Struck in rear, forced into stopped car.
65.22	12-4-65	10:00 PM	RE	NF		1	2	Nbd Car Stopped in line of traffic Struck by Nbd. Car
1966								
65.20	11-10-66	9:00 AM.	RE	NF		1	2	Sbd. Car, Slowing, Struck by Sbd car following too closely.
65.65	11-10-66	9:00 AM.	RE	PD			2	Nbd. Car Skidded into rear of Nbd car making rt. turn at Nbd off ramp to Frontage Rd.
65.73	11-10-66	11:00 AM	RE	NF		1	2	Nbd Car, slowing, struck by Nbd car
66.20	11-10-66	11:00 AM	SSO	NF		2	2	Nbd Car, Changing lanes Struck Nbd car
66.20	11-10-66	11:00 AM	RE	NF		1	2	Sbd Car Stopped for previous accident, Struck by Sbd Car.

Form E-41x—5M—

………………………………………, 19……

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Accidents on I-5 Caused By Fog Conditions. M.P. 65.00 to M.P. 68.50

STATE PRINTING DEPT.

M.P.	Date	Time	Type Collision	Class.	Persons Killed	Persons Injured	No. Vehicles involved	Remarks
66.20	11-10-66	11:00 AM	RE	PD			3	Sbd car stopped struck by Sbd car Car following struck. Chain re.
66.20	11-10-66	11:00 AM.	RE	NF		1	3	Sbd car stopped for previous accident struck by Sbd car, following car struck
66.20	11-10-66	11:00 AM	SSO	NF		4	3	Sbb car changing lanes sideswiped by Sbd car. ~~following car struck~~. c
66.60	11-10-66	11:00 AM	RE				2	Nbd. car struck rear of slowing Nbd car.
66.60	11-10-66	11:00 AM	RE	NF		2	2	Nbd car stopped for obstruction. struck in rear.
66.60	11-10-66	11:00 AM	RE	NF		6	4	" " " "
66.60	11-10-66	11:00 AM	RE	PD			2	" " " "
66.65	11-10-66	12:00 N	RE	PD			2	Nbd car stopped for officer struck by Nbd car
2 Mos.	1967							
66.00 66[illegible]0	2.22-67	9:00 AM.	RE	F		1	2	Nbd car slowing for accident ahead struck by Nbd. tractor-trailer
66.00	2-22-67	9:00 AM.	RE	NF		4	6	Nbd car slowing struck in rear. chain reaction.

1/ Type of Collision

RE - Rear end.
SSO - Sideswipe overtaking
NC - Non-collision

2/ Severity

NF - Nonfatal injury
PD - Property damage only
F - Fatal

[illegible]
MAY 2 - 1967

I-5-4(62)234
7118

Fred W. Hill, Member
Helix

May 1, 1967

1110

The Honorable Edward N. Fadeley
State Senator
Oregon State Senate
State Capitol Building
Salem, Oregon

Dear Senator Fadeley:

With reference to your letter of April 24, enclosed is a summary of reported accidents that occurred during fog conditions on the Albany-Murder Creek Section of Interstate 5.

If we can furnish you with anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
Ralph Sipprell w/encl.

FBC:njc fn jw

ACCIDENTS UNDER FOG CONDITIONS ON ALBANY-MURDER CREEK SECTION OF INTERSTATE 5

M.P. 65.00 to M.P. 68.50

M.P.	Date	Time	1/ Type Collision	2/ Severity	Persons Killed	Persons Injured	No.Veh. Involved	Remarks
					1959			
					NO ACCIDENTS			
					1960			
					NO ACCIDENTS			
					1961			
					NO ACCIDENTS			
					1962			
5.07	1-30-62	6 PM	RE	NF		2	3	Sbd. stopped for other vehicle. Struck by Sbd. car.
5.22	1-30-62	7 PM	SSO	PD			2	Nbd. stopped for other vehicle. Sideswiped.
8.00	11-30-62	7 AM	NC	PD			1	Nbd. car avoiding Nbd. car straddling line, overturned.
					1963			
5.80	10-6-63	7 AM	RE	NF		1	3	Sbd. cars following too close. Struck slow moving car.
6.20	10-6-63	7 AM	RE	F	2	9	5	Sbd. car stopped for previous accident. Struck in rear - chain reaction.

M.P.	Date	Time	1/ Type Collision	2/ Severity	Persons Killed	Persons Injured	No. Veh. Involved	Remarks
					1964			
7.15	12- 5-64	7 PM	SSO	PD			2	Sbd. car skidded, sideswiped slowing car
8.00	12- 5-64	7 PM	RE	PD			2	Sbd. car following to close. Skidded into rear of Sbd. car slowing for officer.
8.50	12- 5-64	7 PM	RE	F	1	4	6	Sbd. cars slowing for obstruction from previous accident. Struck in rear by Sbd. car. Chain reaction.
					1965			
5.20	12- 4-65	10 PM	RE	NF		2	3	Nbd. truck stopped for previous accident. Struck by Nbd. truck. Car following struck truck.
5.22	12- 4-65	10 PM	RE	PD			3	Nbd. car stopped for other car. Struck in rear, forced into stopped car.
5.22	12- 4-65	10 PM	RE	NF		1	2	Nbd. car stopped in line of traffic. Struck by Nbd. car.
					1966			
5.20	11-10-66	9 AM	RE	NF		1	2	Sbd. car slowing. Struck by Sbd. car following too close.
5.65	11-10-66	9 AM	RE	PD			2	Nbd. car skidded into rear of Nbd. car making rt. turn at Nbd. off-ramp to frontage road.
5.73	11-10-66	11 AM	RE	NF		1	2	Nbd. car slowing. Struck by Nbd. car.

.P.	Date	Time	1/ Type Collision	2/ Severity	Persons Killed	Persons Injured	No. Veh. Involved	Remarks
.20	11-10-66	11 AM	SSO	NF		2	2	Nbd. car. Changing lanes struck Nbd. car.
.20	11-10-66	11 AM	RE	NF		1	2	Sbd. car stopped for previous accident. Struck by Sbd. car.
.20	11-10-66	11 AM	RE	PD			3	Sbd. car stopped. Struck by Sbd. car following. Chain reaction.
.20	11-10-66	11 AM	RE	NF		1	3	Sbd. car stopped for previous accident. Struck by Sbd. car. Chain reaction.
.20	11-10-66	11 AM	SSO	NF		4	3	Sbd. car changing lanes. Sideswiped by Sbd. car. Chair reac.
.60	11-10-66	11 AM	RE				2	Nbd. car struck rear of slowing Nbd. car.
.60	11-10-66	11 AM	RE	NF		2	2	Nbd. car stopped for obstruction Struck in rear.
.60	11-10-66	"	"	"		6	4	" " " "
.60	11-10-66	"	"	PD			2	" " " "
.65	11-10-66	12 N	RE	PD			2	Nbd. car stopped for officer. Struck by Nbd. car.
				TWO MONTHS, 1967				
.00	2-22-67	9 AM	RE	F		1	2	Nbd. car slowing for accident. Struck by Nbd. tractor-trailer.
.00	2-22-67	9 AM	RE	NF		4	6	Nbd. car slowing. Struck in rear Chain reaction.

/ Type of Collision:
RE = Rear End
SSO = Sideswipe Overtaking
NC = Non-Collision

2/ Severity:
PD = Property Damage only
NF = Non-Fatal Injury
F = Fatal

RECEIVED
APR 24 1967

FOR FILING

I5-4(22)234
116X

April 21, 1967

The Honorable Edward N. Fadeley
State Senator
Oregon State Senate
State Capitol
Salem, Oregon 97310

Dear Senator Fadeley:

I have your letter of April 18 re "SLOW" and "WRECK AHEAD" signs which you have observed north of Albany on Interstate 5.

These signs were installed in February of this year on a trial basis in an attempt to alleviate the accident pattern occurring by reason of the extreme fog conditions peculiar to this relatively short section of Interstate 5.

The signs are, as you have observed, mounted on a swivel post so that they can be turned to face approaching traffic when conditions dictate. Two oversize, reflectorized diamond-type warning signs are mounted one above the other with a battery-operated flashing yellow beacon on top of the post. The uppermost sign carries the message "SLOW". The lower diamond sign is hinged horizontally across the middle and, when unfolded, shows the message "WRECK AHEAD". The signs are activated by the State Police when the occasion demands.

In the initial installation, the signs were our standard reflectorized yellow background. Subsequently, in an effort to improve on the sign, we utilized what is called a blaze orange reflectorized background. Also, when the lower "WRECK AHEAD" sign is not activated, a blaze orange diamond is visible on the back side of the folded sign. This supplements the "SLOW" sign in giving some additional emphasis, or target value, to the sign assembly.

Exterior sign illumination is not provided and we rely on reflectorization for nighttime visibility.

The Albany-Murder Creek Section is the only place where we have erected these changeable message signs. The fog condition in this section seems to occur with abnormal frequency with a fairly consistent line of demarcation of the fog area.

The State Police indicate these signs have been of real help in policing traffic during these fog conditions and particularly when accidents occur by reason thereof.

I hope I have adequately answered your inquiry. Please feel free to contact me any time you have further questions.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
FBC/VDW:njc/mc jw

HOME ADDRESS
EDWARD N. FADELEY
260 SUNSET DRIVE
EUGENE, OREGON 97405

COMMITTEES:
MILITARY AFFAIRS, CHAIRMAN
MEMBER:
AIR AND WATER QUALITY CONTROL
JUDICIARY
LABOR AND INDUSTRIES
LOCAL GOVERNMENT

1859

STATE OF OREGON
OREGON STATE SENATE
SALEM 97310

Wolfe

April 18, 1967

Forrest Cooper
State Highway Engineer
Highway Department
Salem, Oregon

Dear Mr. Cooper:

Porter - Expedite.

Just north of Albany on Interstate 5 there have been some interesting signs which I would like to know more about. Apparently these signs can be turned to face oncoming traffic or 90° away from it. When I first noticed them, they read "Wreck Ahead." I would like to know when these signs were erected, and why they were erected. I would also like to know if there is, or has been, any other place in the state that has "permanent" "Wreck Ahead" signs similar to these.

Now I notice that the "Wreck Ahead" signs have been replaced by "Slow" signs that differ from most "Slow" signs. I would like to know when and why the "Slow" signs were substituted for "Wreck Ahead" signs. I would also like to know what kind of signs these slow signs are. They look to me as if possibly they can be lighted. I would like to know why the Highway Department decided to use this type of sign which differs from the usual "Slow" sign in this vicinity. I would also like to know if the Highway Department has erected illuminated signs just like these anywhere else in the state, and if so, where.

Thank you for considering this request for information.

Sincerely,

Edward N Fadeley

EDWARD N. FADELEY

ENF/npf

RECEIVED
APR 18 1967
FORM 2-20 50M 10-65

For File

I-5-4([illegible])234
711.2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
~~February 24, 1967~~
4-7-67

SUBJECT:

To: Mr. E. S. Hunter
Maintenance Engineer

5510

I have a copy of Corporal Hamer's report concerning the auxiliary traffic signs for use in fog in the Albany area. Please do the following things:

1. Upgrade the size of the signs, as recommended by Corporal Hamer.

2. I think the Corporal's point with respect to the sign coloring is well taken. I would suggest that you have Gix discuss this matter with him. I suggest the use of the international orange or the red which we use in the road construction signing.

3. There is indication of some success with this program and I agree that the flashing units ought to be upgraded.

Please report to me when these things have been accomplished. Done 4/7/6

Tom Edwards
Assistant State Highway Engineer

Enc.

TE:ja

NOTED
TOM EDWARDS

cc Mr. Holly V. Holcomb
Superintendent
Department of State Police
Salem, Oregon

Cpl. James A. Hamer
District II Office
Department of State Police
3400 Spicer Road
Albany, Oregon

Done 4/7/67

MAINTENANCE ENGINEER
RECEIVED
FEB 24 1967
☐ AME ☐ AME ☐ OE ☐ AC
☐ BS ☐ ABS ☐ AA ☒ FILE ☐ TA

RECEIVED
APR 4 1967

FOR FILING
I-5-4(62)234
7168

April 3, 1967

Sgt. Robert C. White
District II Office
Department of State Police
3400 Spicer Road
Albany, Oregon

5510

Dear Sergeant White:

As requested in your report of March 7, we have investigated the possibility of seeding fog with dry ice in the area of Murder Creek on I-5, north of Albany.

I contacted Mr. Robert W. Dunn, Director of the State Board of Aeronautics. Mr. Dunn gave me what information he had and advised me to contact Hillsboro Aviation Company who, at one time, had a contract with the Port of Portland for seeding the Portland International Airport.

Hillsboro Aviation Company furnished me some information and referred me to Mr. Rolland C. Smith, with the Port of Portland. Through Mr. Smith's office, I obtained additional information. The summary of the information from all sources shows the cost as rather vague. The Port's present contract consists of plane rental by the hour and the cost of the dry ice. One seeding of the airport in Portland might cost anywhere from $50 to $80, depending on the time required. Additional information obtained is as follows:

Fog seeding is not successful unless the temperature is below freezing, in which event the dry ice causes the fog particles to fall in the form of snow. Mr. Smith told me that one hazard the Port of Portland had already encountered was that in seeding the Portland Airport, the drift in the fog caused it to snow on Sandy Boulevard which resulted in a series of wrecks due to the slick condition resulting from the snowfall. The Port of Portland's insurance carrier is now being sued by several of the people involved in the accidents.

The Port of Portland further advises that ideal conditions for seeding only exist about 20 percent of the times when they are fogged in. Required conditions are freezing temperatures and no wind; the ideal temperature being around 30 to 25 degrees or colder.

In view of the foregoing information, it would be my recommendation that we do not attempt to try dry ice seeding of the fog.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

cc Mr. Holly V. Holcomb
Superintendent
Department of State Police
Salem, Oregon

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. B. Crandall

EFC:aj/LEG:mk ja

Form 30—20M—8-66

Time 1:22 P.M.

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Albany

County Linn

Subject FOG CONDITIONS - HWY I 5 and Murder Creek, Albany

March 7, 1967

Refer to : Information & Information and Recommendation report dated November 12, 1966 . Information - Fog Signs on I 5 by Corporal Hamer dated Feb 21, 1967. Letters dated December 21, 1966 and February 24, 1967 by Mr. Tom Edwards, Assistant State Highway Engineer

As related in the referred to reports , much property damage, injuries and som e fatals have occurred because of the fog situation at Murder Creek and Interstate H ighway 5 near Albany. When fog is general throughout the Valley or from Salem to Albany of course use of the signs is not of value, but when it is clear or nearly so North and South of the area it is our opinion that they have proven useful in slowing the bulk of the traffic to a more prudent speed when approaching and entering the fog and makes it safer for the officers who are working the area at the particular time. We think that the new signs and upgraded flasher units that are to be installed will be even more effective.

Not-withstanding the acknowledged benefit of the signs, writer is submitting this report to request that the Highway Department be asked to look into the feasibility of the use of seeding the area with light aircraft when the situation is so extremely adverse. I would recommend that the Albany and Salem Municipal Airport be contracted to do this at our request and if the results are as effective as they have been for the Air Lines in seeding their Airports this could be a lifesaving and moneysaving adventure. I would like to point out that usually when the fog is so thick in the Murder Creek area and clear North and South that the Albany Airport has been clear.

I realize that when this is looked into it may be too expensive to use or for some other reason not feasible, but I do think that a scientific approach such as this might be the answer for the situation. I got my idea from West Coast Airlines "AIR WEST" magazine and am sending it with this report so that their article can be read and the photographs they took of their "seeding" results can be viewed.

When the magazine has served it's purpose I would like to have it returned. ✓

R. C. White

150-25 Robert C. White, Ser geant

Hunter
Discuss w/Bob Dunn
Determine costs
etc
1394

MAR [illegible] 1967
STATE [illegible]

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 23 1967

FORM 2-90 90M 7-64 SP*6229-734

FILING

I-5-4(62)234
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1967

SUBJECT:

To: E. S. Hunter
Maintenance Engineer
DEPARTMENT

Attached is a sketch of the proposed revision to the special "SLOW" signs in the Albany area on Interstate 5.

This is the package discussed with Corporal Hamer in Albany March 8, 1967. An estimate for implementation of this change would be $5,200. Of this, approximately $2,800 would be for the neon "SLOW" signs to be purchased from Oregon Sign Company or one of the local neon companies in Portland. Approximately $1,500 would be required for the electrical service and installation work; $900 would be required for the sign crews to make the revision to the existing sign and hang the new neon signs.

As to the cost of the neon signs, it will probably be necessary to obtain telephonic bids from three companies before ordering the signs, and I would estimate that it would be approximately 8 weeks before the installation could be completed with approval forthcoming.

James J Gix
J. J. Gix
Sign Engineer

JJG:nk

attachment

cc: H. C. Johnson

Orig to Hunter:
① Upgrade sign size
② Retain shape
③ Use red or orange scotch
④ Upgrade flashers
5 Favor signs
No neon
3-22-67

NOTED
TOM EDWARDS

RECEIVED
FEB 27 1967
FOR FILING
I-5-4(62)234
7168

Salem, Oregon
February 24, 1967

Mr. E. S. Hunter
Maintenance Engineer

bc/enc. Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

I have a copy of Corporal Hamer's report concerning the auxiliary traffic signs for use in fog in the Albany area. Please do the following things:

1. Upgrade the size of the signs, as recommended by Corporal Hamer.

2. I think the Corporal's point with respect to the sign coloring is well taken. I would suggest that you have Gix discuss this matter with him. I suggest the use of the international orange or the red which we use in the road construction signing.

3. There is indication of some success with this program and I agree that the flashing units ought to be upgraded.

Please report to me when these things have been accomplished.

Enc.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Mr. Holly V. Holcomb
Superintendent
Department of State Police
Salem, Oregon

Cpl. James A. Hamer
District II Office
Department of State Police
3400 Spicer Road
Albany, Oregon

Form 3a—20M—11-65 SP*25905-257

TIME 1:36 P.M.

OFFICER'S REPORT
OREGON STATE POLICE

No.

Place Albany

County Linn

Subject INFORMATION - FOG SIGNS ON I-5

February 21, 1967

Refer to letter dated 12-21-66 by Mr. Tom Edwards, Assistant State Highway Engineer.

During the morning hours of 7:45 A. M. to 9:00 A. M. a heavy fog settled in, starting at Hwy. 20 interchange continuing north to just north of Knox Butte exit, a distance of about one mile. Visibility was limited most of that time to less than 50 feet. The slow sign north bound, located just south of Hwy. 20 was activated and a patrol car with overhead lights stationed there to slow traffic. The slow signs with flashers just north of Hwy. 20 exit in the northbound lanes were activated as were the same type slow signs in the southbound lane just north of the Murder Creek off ramp. A patrol unit with overhead flashers was also utilized southbound at a point just south of the first Albany off ramp. In addition to these vehicles, writer was posted in the southbound lane with the portable gooseneck flasher and the amber flasher unit in the rear window of the patrol car, activated near the Knox Butte off ramp about a quarter of a mile south of the other patrol unit. The use of the slow sign and light southbound was not as affective as it might have been because of the distance from the light to where the fog started. The addition of the patrol cars southbound, however did aid in reducing the speed of the traffic. The slow sign northbound plus the patrol car with the overhead flashing lights going was affective in reducing the northbound traffic to a reasonable speed. At the outset of the fog, a car or two ran off the shoulder into the grassy area on the west side of the freeway near the Hwy. 20 exit, however no known collisions occurred.

It is apparent that the signs were affective to a degree and did materially aid in reducing the speed of traffic, however it is writer's opinion that the signs should be larger and of a different color than the ordinary highway sign. Motorist traveling at 70-75 MPH are accustomed to seeing merging traffic signs, slow signs put out by work crews by intersections signs, all of which are yellow with black lettering. A slow sign, even with a flashing light that is still the same color as all the others, is not as affective as one would be that was completely different. A problem also exists with a motorist who has been traveling at the normal freeway speeds and is suddenly requested to reduce speed. To a motorist who has been traveling at 70 MPH, a speed of 40-50 MPH may seem slow and yet be 20 MPH too fast to enter an extremely heavy fog situation.

It is evident to writer that the signs are of benefit and will improve the control of traffic, however it is also evident that additional means or some slight changes in the type of signing is also going to have to be made to bring it to its maximum effect.

As has been referred to in this report, it is believed that signs of a completely foreign type to existing yellow highway signs should be used to attract motorist attention. Writer has discussed this with Sergeant White and it is believed that a rectangular sign, folding in the middle with measurements of about four by six feet, red background with black letters would be of greater benefit than those presently used. This sign could have lettering eighteen to twenty inches in height. The sign should fold from the top down so that locking it would be the most convenient. It would be held in place when opened by a pressure-snap lock on top that would not necessarily have to be reached by hand to hold it in place. The sign should be about eye-level in height from a passenger car with one on each side of the road. It is recommended that a sign of this type be installed, one southbound and one northbound to compare them with the existing signs to determine their effectivness.

The signs presently in place are too high, plus a hood should be placed at the lower portion of the flashing light. At night time, the light, when flashing, keeps one from seeing the slow sign at all. At night time, even without the flashing light and in fog, the sign is not visible from a car doing 30 MPH. Because of the height of the sign, they are very difficult to activate. The "wreck ahead" sign is hard to turn away, because of constant moisture and writer does not feel that grease will do much over a period of time to improve this situation.

JAH:lp

James A. Hamer

251-23 James A. Hamer, Cpl.

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1966

FOR FILING
I-5-4(62)234
7168

December 21, 1966

Mr. Holly V. Holcomb
Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon 97310

Dear Mr. Holcomb:

The emergency control signing suggested by Sergeant Baker has been installed on the freeway near Albany for use during times of multiple collisions or dense fog.

I would advise that these signs should be used with the utmost caution. Study of accident statistics would indicate that a change of speed in a freeway stream of traffic is one of the most dangerous maneuvers that exist and I am worried in this particular instance that the cure may be worse than the disease.

I would ask that the people involved furnish me with a report on the operations resulting from the use of these signs, with particular thought to any means of betterment which might be instigated to provide for a safer condition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter

Form 3a—20M—3-65 SP*8500-257

OFFICER'S REPORT

OREGON STATE POLICE

Time 4:45 P.M.

No.

Place Albany

County Linn

Subject INFORMATION & RECOMMENDATIONS

November 12, 1966

MOTOR VEHICLE ACCIDENTS HWY I 5, North of Knox Butte Overpass near Mile Post 66.2

Refer to : Officers report dated November 12, 1966 by writer, subject Information, Motor Vehicle Accidents Hwy I 5, North of Knox Butte overpass near Mile Post 66.2

Corporal Hamer and the officers at this station advise me that the conditions of weather related in my referred to report occur every year starting about this time.

After being in this fog and noting the reaction of the approaching traffic it is my opinion that these accidents are going to continue to happen unless some means of warning the motorists is devised and set up at an adequate distance from the fog to give them time to react and slow down. As is Department policy the patrols must keep the office advised of the conditions, but unless some type of warning can be activated little can be done to prevent these accidents or after the original collision has occurred, hold the number involved to a minimum.

In the accidents in the referred to report, particularly those in the second series, it is my opinion that after we had the patrol from Eugene posted with his overhead lights going about a mile South of the scene to slow the traffic to a degree, it made the job of the man much safer who had the wreck ahead signs out and flares going just before the traffic entered the fog. Before this patrol arrived the traffic approaching was traveling at freeway speeds and to slow them down to a safe speed before entering the fog was a hazard because they had to be slowed so suddenly or else plunge into fog so thick it was like pulling a shade in front of them.

It is my opinion that some kind of warning lights and signs must be set up beside or over the highway North and South of this area so they can be activated either from the Albany office or by the patrol before he enters the fog to go to the scene. If the traffic can be slowed by a series of signs spaced about ½ mile or less apart and on both sides of the highway the traffic I believe could be slowed gradually and relatively safely. Once the freeway officer enters the fog blanket he is useless in preventing more accidents, as in this case the visibility was less than 20 feet at the scene of the collisions and our overhead lights could not be seen more than 50-75 feet.

There were 27 cars totaled or badly damaged in these two accidents, several were injured, 2 seriously. We are informed one is critical and one young woman has a broken back. In addition to these 27 cars there were numerous cars and trucks with smashed grills and fenders who left under their own power and we have estimated that there were at least a total of 30 of these lesser damaged vehicles.

NOTED
TOM EDWARDS

te

Form 3a—20M—3-65   SP*8500-257

OFFICER'S REPORT
OREGON STATE POLICE

Time ....

No. ....

Place Albany

County Linn

Subject INFORMATION & RECOMMENDATIONS(cont'd) 2.

November 12, 1966

MOTOR VEHICLE ACCIDENTS HWY I 5, North of Knox Butte Overpass near Mile Post 66.2

I recommend that a series of signs be placed on both sides of the Highway North and South of this area , that these signs be on both sides of the highway with amber flashing lights attached, that the signs be luminous and yellow with black lettering. The first two on the North bound lanes just north of the Highway 20 entrance ramp stating slow or slow fog. Two more on the South end of the Knox Butte overpass with same wording and with flashing amber lights, and two more just North of the Knox Butte I 5 entrance ramp. In the South bound lanes South of the entrance ramp from Viewcrest, then ½ Mile further two more and ½ mile further two more.

It is my opinion that the time spent by the freeway officer activating these signs, if they were not activated by the office, would be worth the time spent, inasmuch as once he enters the fog he is useless nearly, in preventing further accidents, unless the traffic is slowed before it enters the fog, because as I have stated before our overhead lights could be seen for less than 75 feet and f lares even less. The officer as well as the persons already involved and the truckers and other motrists in the fog attempting to help are just sitting ducks unless this traffic can be slowed and slowed gradually before entering the fog. It is hazardous to slow the traffic all at once when it is traveling at freeway speeds, this is the reason I think the series of signs would be better than a single large sign on the overpasses and probably much less costly.

I estimate, conservatively I believe, that there was $30,000 to $40,000 thousand dollars in property damage in these two accidents, in addition the numerous injuries. We were fortunate, as we have been in other accidents at this location, that we have not had an officer seriously injured or killed with cars smashing up around him as they have.

R. C. White

150-23 Robert C. White, Sergeant

Form 3a—20M—3-65 SP*8500-257

Time 3:15 P.M.

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Albany

County Linn

Subject INFORMATION

November 12, 1966

MOTOR VEHICLE ACCIDENTS HWY I 5 , North of Knox Butte Overpass near Mile Post 66.2 .

On Thursday November 10, 1966 there were a series of accidents in the above listed location. The first series happened just shortly after 8:30 A.M. when heavy fog set in. In the first accident five cars were involved in the North bound lanes. Officers were immediately dispatched to the scene and others to set out wreck signs South of the accident and to put out flares to assist in slowing the traffic entering the fog. In this accident the traffic was kept moving slowly thru and the highway was not completely blocked. The South bound lanes did not have any collisions. The fog thinned, and the cars were quickly removed and at approximately 9:45 A.M. . visibility was fairly good. The fog lifting and moving off to the West. In my opinion the smog from the Industries in the area were not involved as the fog was moving from East to West and I noted that the discharge from the stacks on the plants were going nearly straight up for some distance then moving off th the West. There was not the accompanying smell associated when the discharge from the plants stacks id dropping onto the highway, which not infrequently it does.

The second series of accidents occurred shortly after 10:15 A.M. when a large fog bank suddenly again settled down on the Highway between mile post 65.5 and 66.8 in the vicinity of the Murder Creek exit. Accidents occurred in both North and South bound lanes near mile post 66.2 at the entrance of Murder Creek road into the South bound lanes of Hwy I 5. There were 12 vehicles involved in the North bound lanes and 10 in the South bound lanes. When the call was first received the freeway patrols with the flashers on the top of the cars were immediately dispatched. They went to the scene of the accidents , cars were still smashing into the cars already wrecked. Two other officers were dispatched to again set out wreck ahead signs and set out flares to slow the traffic. I left the Office North on the freeway to get to the North end of the fog to help slow the traffic proceeding South. When I first entered the fog bank it did not look extremely thick and as I first entered the fog the visibility appeared to be approximately 150 feet, but it quickly thickened and by the time I reached the area where the first accident had occurred I had to slow to 10-15 MPH and even then it was hazardous, the truck drivers were out with flares and you could not see them until less than a car length ahead and at this time I heard cars skidding and smashing up and persons yelling at the cars to slow down. This extremely thick fog seemed to me to be about 1,500 to 2000 feet long in the center of the fog bank, then it began to thin again.

I found that we were not able to slow the traffic enough with the wreck signs and flares that were placed approximately 1,000 feet before entering the fog and assistance had to be called to slow the traffic further down the Highway. This was done by the Eugene freeway car near Highway 20 Jct using his overhead lights. A car was sent South from Salem but by the time he arrived the highway had become completely blocked and the South bound traffic was diverted onto Hwy 99E at the South Jefferson Interchange.

Form 3a—20M—3-65 SP*8500-257

Time ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place Albany

County Linn

Subject INFORMATION (cont'd)

2.

November 12, 1966

MOTOR VEHICLE ACCIDENTS HWY I 5, North of Knox Butte Overpass near Mile Post 66.2

We were able to get the traffic moving again in the North Bound lanes in approximately 30-40 minutes,but it was blocked for over an hour in the South bound lanes. It took this long due to the wreckers being used in the North bound lanes and because of the unusually adverse visibility. There were three ambulances dispatched and about 5 wreckers, all of these available in the vicinity. No attempt was taken to take measurements or question operators to any degree at the scene and the cars were dragged off the Highway as soon as the wreckers could get to them, then hooked up for hauling away after the fog lifted.

Both North and South of this fog bank the weather was relatively clear and sunny , so in my opinion the motorists were caught off guard, also as I stated before, on approaching the fog it did not appear that it was so dense, untill you were into it for some distance, then suddenly the visibility dropped to near zero, and with traffic traveling at approximately 70 MPH there was little time to think about it.

Including the officers sent to the scene of the accidents in the fog and those used to slow the traffic or divert it, there were 8 State Officers employed, plus the Highway Department man setting out slow signs on either end of the area and I estimate at least 20 truck drivers and motorists assisting with setting out flares and flagging traffic.

R. White

150-23 Robert C. White, Sergeant

RECEIVED
NOV 23 1966
TRAFFIC ENGINEERING

RECEI
AUG 5 - 1968

12-63 34676

FOR FILING

I-5 4(62)234
71CY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
FORREST COOPER

Salem, Oregon 97310
February 23, 1966

SUBJECT: Remote Controlled "FOG" Signs on Selected Sections of Rural State Highways

TE 4348

4348 To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I submit herewith a map, summary tabulation and cost figures for radio controlled "FOG" signs on selected rural highway sections. Pertinent arithmetic is as follows:

1. Total mileage on selected sections ...... 555 Miles
2. Cost of network of radio controlled "FOG" signs on selected system $1,594,000

It should be emphasized that the cost estimate is the initial installation only and does not include any monies for maintenance and operation.

A listing of "fog" accidents on the rural highway system for the four year period has been the principal basis for selection. This listing was first screened by visual inspection to pick out sections which had high fog-accident frequency. With this initial selection Straight Line Accident Spot Maps were prepared. For the 555 miles selected the average frequency of accident was 1.61 miles.

I have not sent you the Accident Listing and Straight Line Accident Spot Maps in that they are somewhat bulky -- I will bring them down if you should wish to look them over.

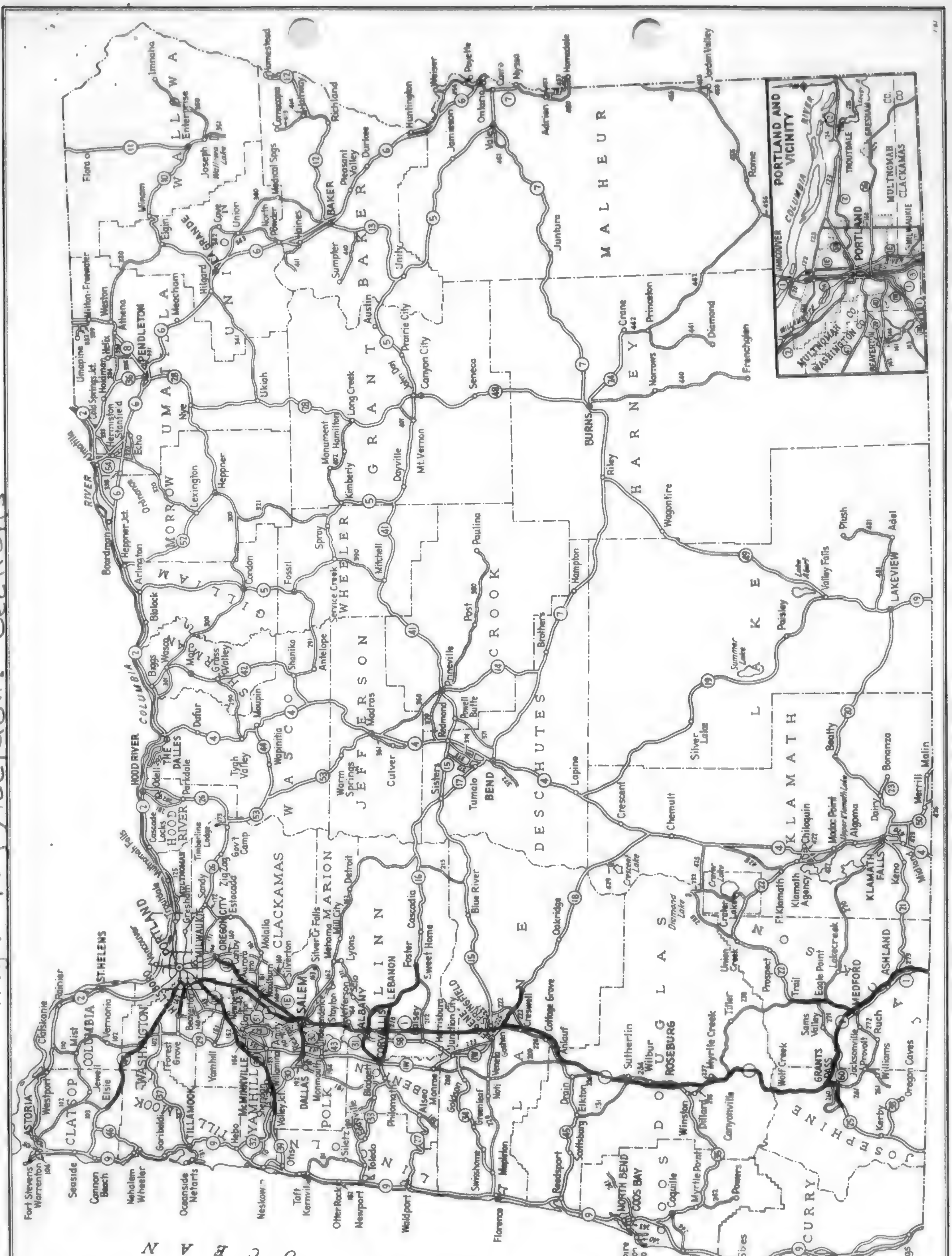
F B Crandall
F. B. Crandall
Traffic Engineer

FBC:nc
Attachments

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

- High "Fog Accident" Sections


PACIFIC OCEAN
PORTLAND AND VICINITY
PORTLAND
VANCOUVER
COLUMBIA RIVER
TROUTDALE
GRESHAM
MILWAUKIE
BEAVERTON
MULTNOMAH
WASHINGTON CO.
CLACKAMAS
ASTORIA
Seaside
Cannon Beach
TILLAMOOK
CLATSOP
COLUMBIA
ST. HELENS
WASHINGTON
YAMHILL
McMINNVILLE
DALLAS
POLK
SALEM
MARION
CLACKAMAS
OREGON CITY
HOOD RIVER
THE DALLES
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
PENDLETON
UNION
WALLOWA
BAKER
LA GRANDE
MALHEUR
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
BEND
HARNEY
BURNS
LAKE
LAKEVIEW
KLAMATH
KLAMATH FALLS
LINN
ALBANY
LEBANON
CORVALLIS
BENTON
LINCOLN
Newport
LANE
EUGENE
SPRINGFIELD
DOUGLAS
ROSEBURG
COOS
COOS BAY
NORTH BEND
CURRY
JOSEPHINE
GRANTS PASS
JACKSON
MEDFORD
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Florence
Reedsport
Ontario
Vale
Nyssa
Jordan Valley
Prineville
Madras
Redmond
Heppner
Condon
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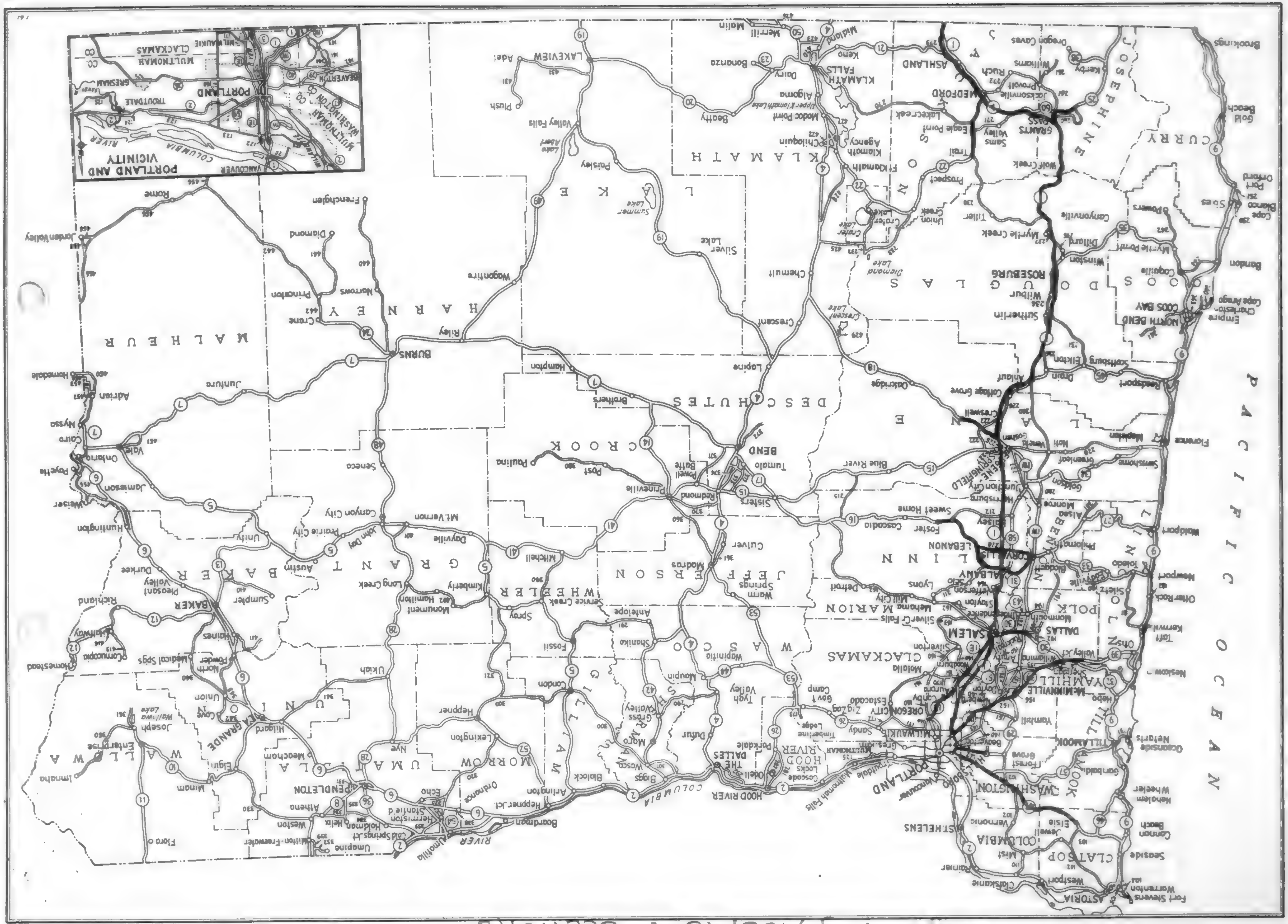
Enterprise
Joseph
John Day
Canyon City
Klamath Falls
Crater Lake



PACIFIC OCEAN
PORTLAND AND VICINITY
PORTLAND
SALEM
EUGENE
BEND
BURNS
PENDLETON
BAKER
LA GRANDE
MEDFORD
ROSEBURG
KLAMATH FALLS
LAKEVIEW
ASTORIA
COLUMBIA RIVER
CURRY
JOSEPHINE
JACKSON
DOUGLAS
COOS
LANE
LINN
BENTON
LINCOLN
POLK
MARION
YAMHILL
TILLAMOOK
WASHINGTON
CLATSOP
COLUMBIA
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
KLAMATH
LAKE
HARNEY
MALHEUR

- High "Fog Accident" Sections

Rural Highway Sections With High Incidence of "Fog" Accidents

Hwy. No.	Name	Mile Post From	Mile Post To	Section Length	Number1/ Fog Acc.	Average Acc. Frequ. Miles	Number2/ Signs
1	Interstate 5	6.37	318.68	295.34	161	1.83	98
1E	Pacific East	13.75	47.13	33.38	12	2.78	12
1W	Pacific West	5.71	35.27	29.56	14	2.11	10
16	Santiam	0.50	31.50	31.00	26	1.19	10
18	Willamette	0.00	13.50	13.50	16	0.84	4
22	Crater Lake	0.50	21.00	20.50	14	1.46	6
25	Redwood	0.50	8.50	7.83	10	0.78	4
29	Tualatin Valley	0.50	11.00	10.50	13	0.81	4
30	Willamina-Salem	15.00	25.00	10.00	12	0.83	4
31	Albany-Corvallis	1.00	10.00	9.00	18	0.50	4
39	Salmon River	19.00	43.33	24.33	10	2.43	8
47	Sunset	20.00	73.00	53.00	28	1.89	18
210	Corvallis-Lebanon	0.00	17.50	17.50	11	1.59	6
				555.44	345	1.61	188

1/ 4-years, 1962 to 1965 - inclusive

2/ 2-signs @ Average 6 mile intervals

COST ESTIMATE

Radio Controlled "FOG" signs on 555 Miles of Selected Rural Highway Sections

Changeable message sign	$ 3,000
Radio control	3,000
Power installation	2,000
Cost Per Sign Installed	$ 8,000

Master control unit (provides for 20 signs with 6 signals per sign)	$ 9,000

188 signs installed	@ $ 8,000	$ 1,504,000
10 $(\frac{188}{20})$ master control units	@ 9,000	90,000
TOTAL COST FOR SYSTEM		$ 1,594,000

EMERGENCY WARNING SIGNS

A possible method of providing advance warning to drivers of hazardous road conditions is by the use of an electrically operated, variable message type of sign. This type of sign may be controlled either remotely by a transmitted radio or electrical pulse and may be designed to show, on command, several different messages of warning -- ice, fog or wreck ahead and an emergency speed indication. An example of this type of sign is shown in Figure 1.

It would be physically impossible, due to continually changing conditions, to successfully provide emergency sign information over the entire State Highway System. Legal questions immediately arise both as to severity of the condition which should be covered and as to the exercise of the judgement in placing warning signs at one location and not another.

The accident data does provide some justification for signing, on an experimental basis, a section of Interstate 5 between the Santiam Interchange on the south and the Santiam River on the north. A summary of accidents for this section is shown in Table I. The same information is shown by location on Figure 6. Portions of this section are shown as aerial views in Figures 2, 3 and 4. A schematic plan of the entire section is shown in Figure 5.

Signing would consist of electrically operated signs with the legend of "FOG - WRECK - ICE - AHEAD" and emergency speed indications of "50 - 30 - 20". The signs at each end of the section (See Figure 2) should be mounted on the Santiam River Structure facing southbound traffic and facing northbound traffic on the Santiam Interchange road structure. These locations are shown in Figures 2 and 4. An additional location with signs will be necessary in a central section. The Viewcrest Interchange (See Figure 2a) has power nearby and has an excellent sight distance. A sign should be installed at this location for each direction of travel.

As stated before, accident data on this section indicates some form of part-time traffic control may be of benefit during emergency conditions. Accidents on this section are shown by location in Figure 6. It is seen that concentrations of accidents within this section do exist. The large number of accidents occuring in this section when related to fog conditions known to be common to the area justify the experimental installation of variable message signs.

The estimated costs of the recommended plan and alternate control systems are shown on the cost tabulations. The cost summary is based on remote control from the Albany State Police Office with individual control possible for each sign.

TABLE I

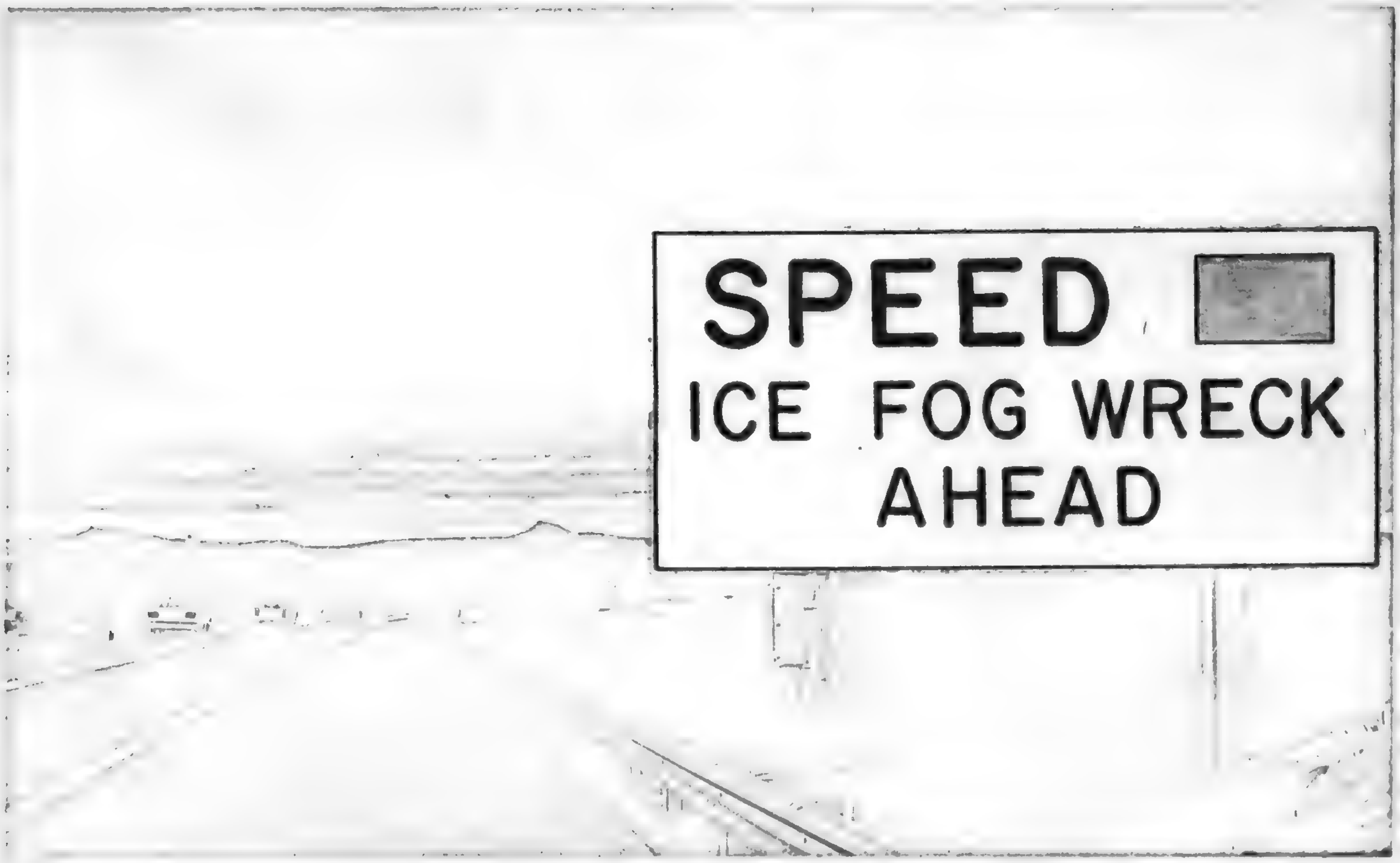
Accident Data by Location

Interstate 5

Mile	Year 1963	 1964	 1965*	Total
60	7	16	2	25
61	0	8	2	10
62	4	8	2	14
63	4	8	1	13
64	5	5	2	12
65	5	5	2	12
66	6	2	4	12
67 to 67.22 (North city limits Albany)	3	3	0	6
N. City Limits Albany to S. City Limits	-	5	2	7
TOTAL	34	60	17	111

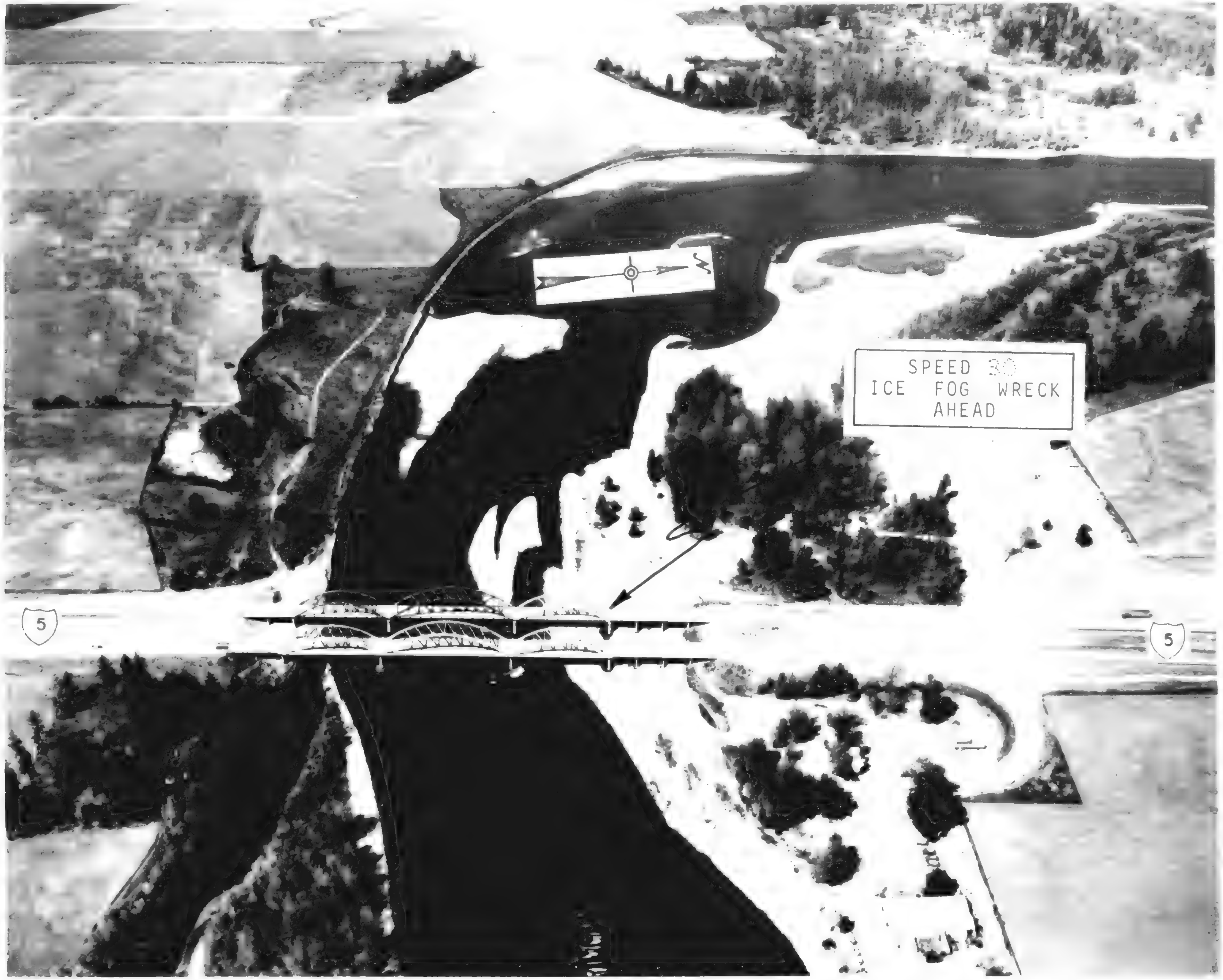
---

* *First nine months of 1965.*



SPEED
ICE FOG WRECK
AHEAD

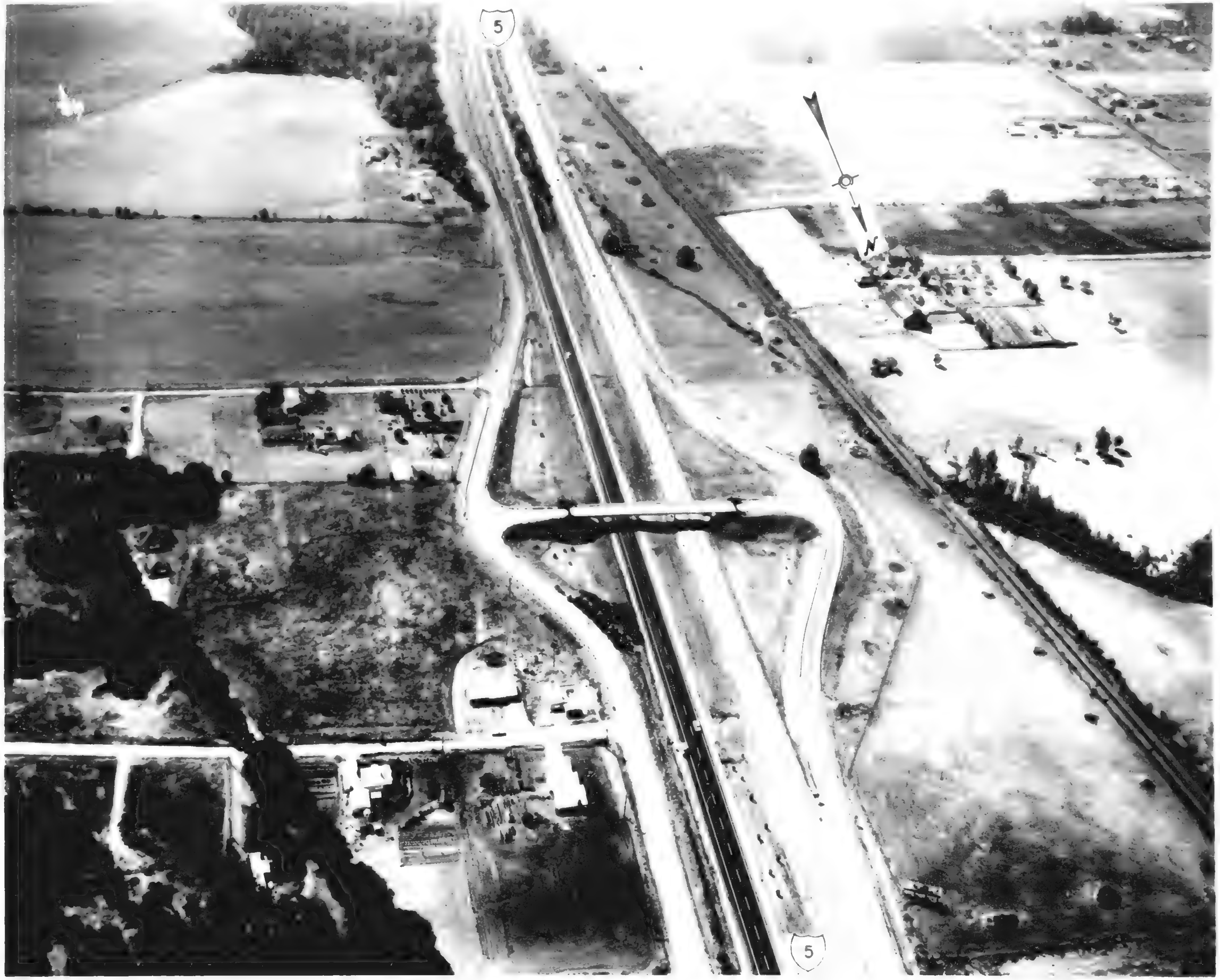
Figure 1


N
SPEED 30
ICE FOG WRECK
AHEAD
5
5

SANTIAM BR.

Figure 2

A78-7


5
N
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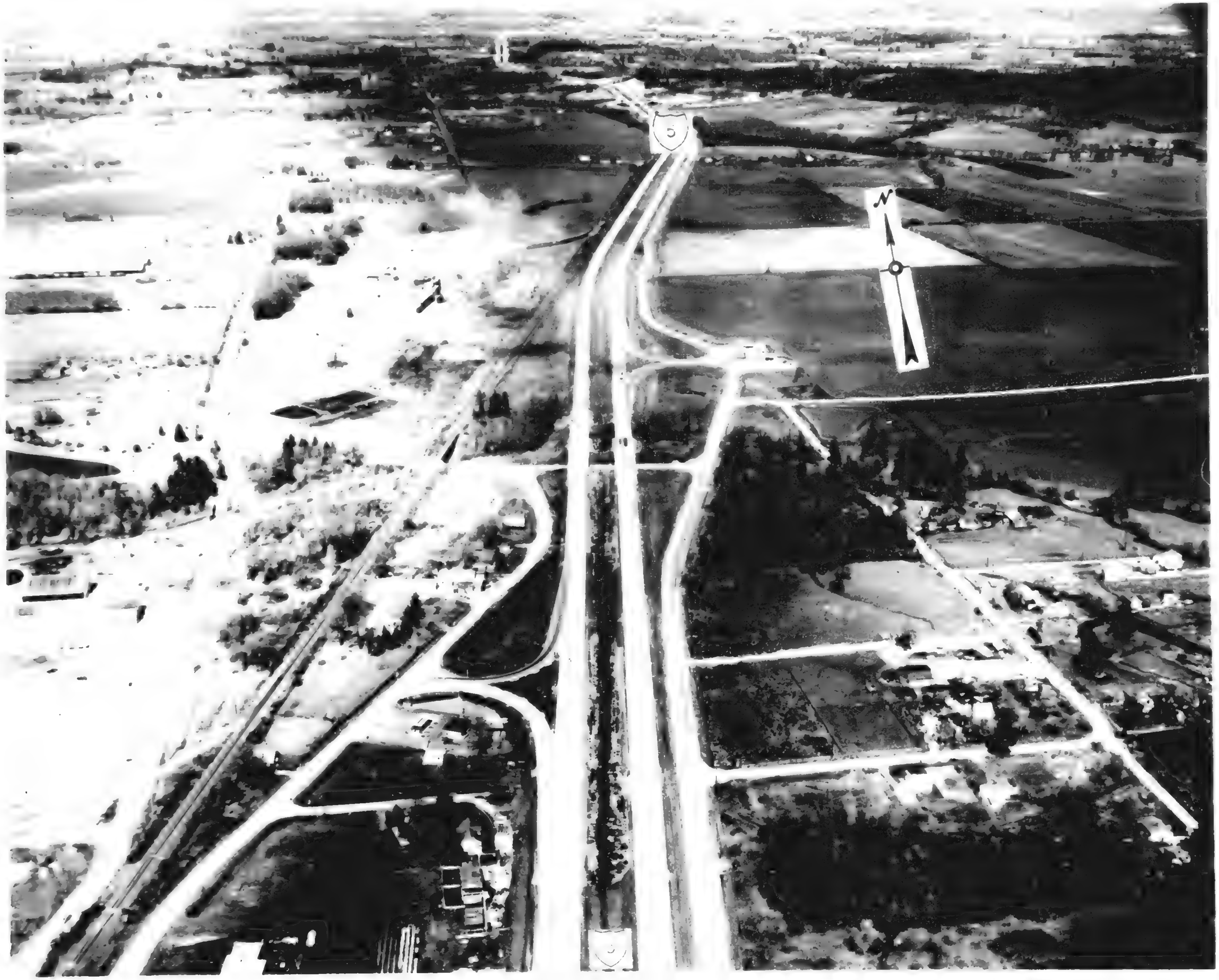
VIEWCREST RD.

FIGURE 2a

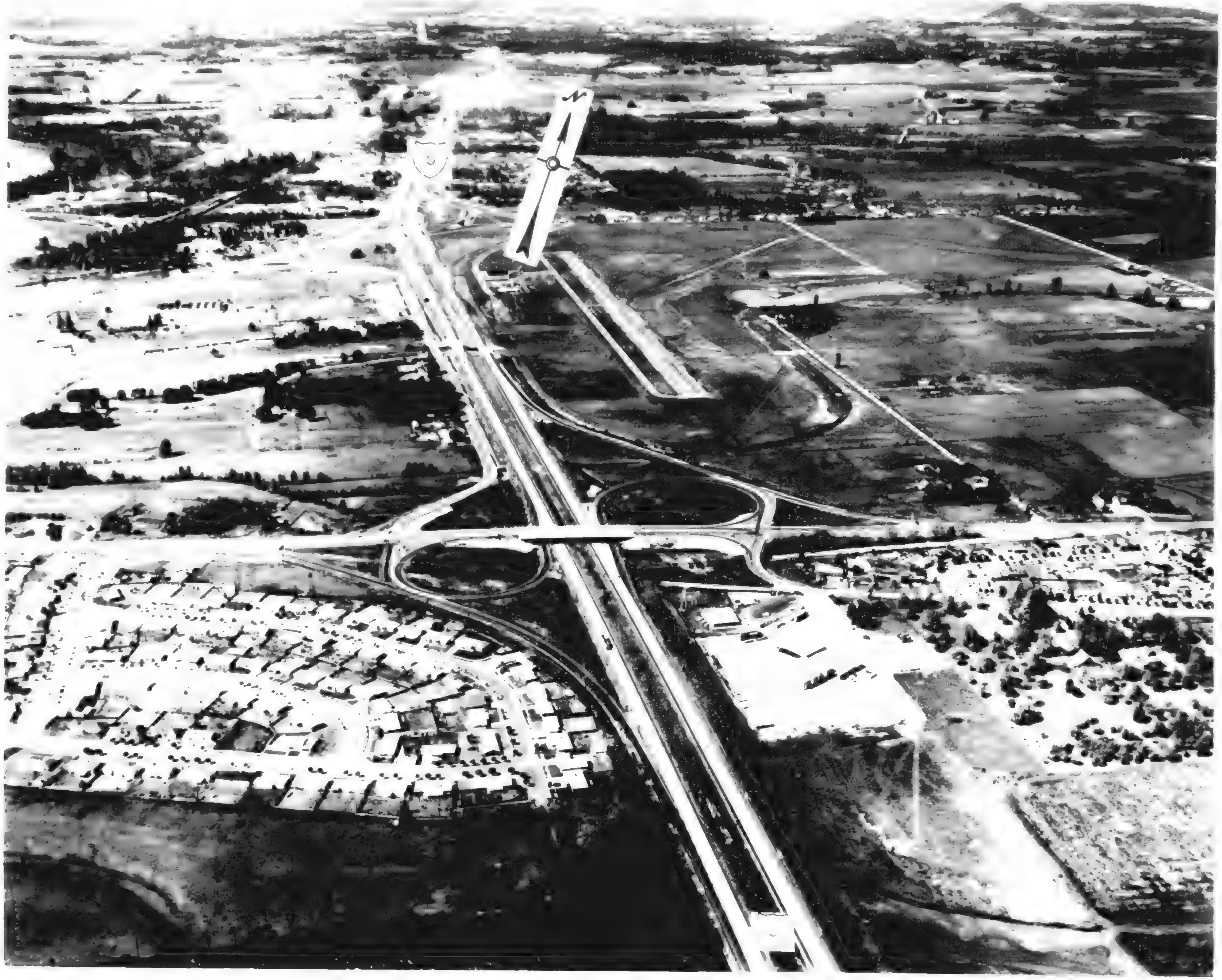
A193-30



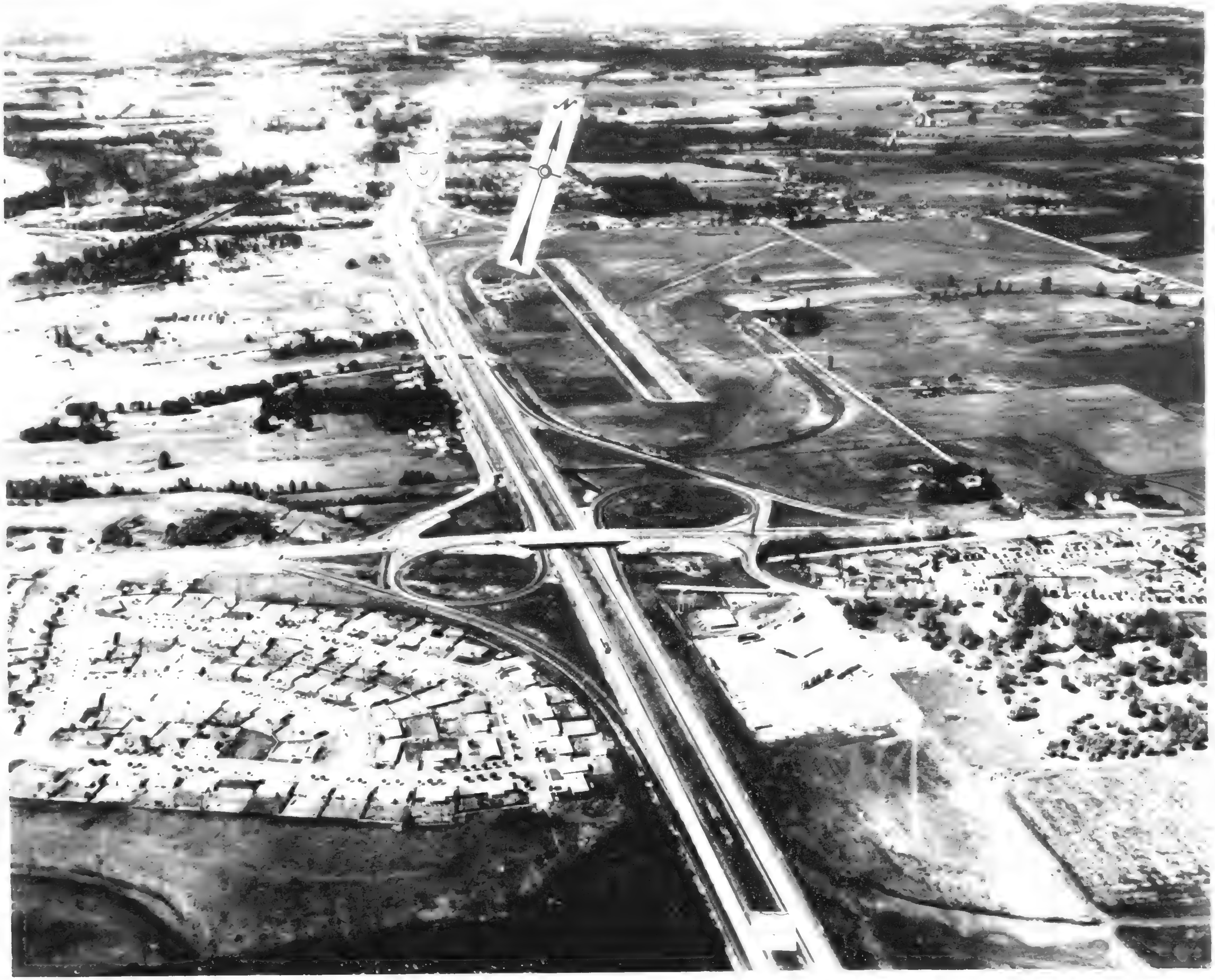
MURDER CREEK INTERCHANGE

FIGURE 3

A164-31



SOUTH SANTIAM INTERCHANGE FIGURE 4



SOUTH SANTIAM INTERCHANGE FIGURE 4

A150-36

EMERGENCY SIGN SYSTEM

Albany-Santiam River Section
Interstate 5

TELEMETER CONTROL via TELEPHONE CHANNELS

Recommended Plan

I.	Emergency indication signs:	
	4 signs @ $3000 each	$ 12,000
II.	Telemetering control equipment:	
	A. Master Station. Provides individual sign control and read-back	12,500
	B. Controls for signs:	
	4 controls @ $3300 each	13,200
III.	Installation:	
	A. Master Station	1,000
	B. Signs:	
	4 @ $2000	8,000
	C. Local Power:	
	4 @ $500	2,000
	TOTAL	$ 48,700
IV.	Monthly charge for telephone channel - per month	$ 300

EMERGENCY SIGN SYSTEM

Estimated Costs for Alternate Systems

RADIO CONTROL WITH INDIVIDUAL SIGN CONTROL & READBACK

I.	Emergency indication signs		$ 12,000
II.	Control system		46,000
III.	Signal & Power installation		11,000
		TOTAL	$ 69,000

TELEMETER CONTROL VIA STATE-OWNED UNDERGROUND CABLE.
Individual sign control & readback

I.	Emergency indication signs		$ 12,000
II.	Telemetering control equipment		25,700
III.	Buried cable:		
	A. Trench with plow @ 25¢/ft.	$10,500	
	B. Cable @ 30¢/ft.	12,600	
	C. Splicing @ $30 each	1,200	
	D. Repeater Stations @ $1000 ea.	4,000	28.300
IV.	Sign & Power installation		10,000
		TOTAL	$ 76,000

MANUAL CONTROL WITH ROADSIDE KEYED SWITCHES AT SIGN LOCATIONS

I.	Emergency indication signs		$ 12,000
II.	Keyed switch installation		2,000
III.	Sign & Power installation		10,000
		TOTAL	$ 24,000

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I-5-4(62)034
7168
7106
471

January 4, 1966

Mr. David S. Herbrandson
1650 West 13th Street
Albany, Oregon 97321

Dear Mr. Herbrandson:

The Highway Department is presently investigating the possibility of using visual aids to advise the motoring public of dense fog. It is possible that a method within a reasonable cost structure can be installed in advance of those areas having chronic fog conditions.

As I pointed out before, the problem of the air pollution caused by the Western Kraft Mill has been referred to the Sanitation and Engineering Division of the State Board of Health.

Thank you for your last letter suggesting the use of warning lights.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

ESH:je mc

bc: Forrest Cooper
R. L. Porter
E. S. Hunter

12-28

2338

DEC 17 65

December 13, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

With reference to your letter of December 8, I do not feel that it should have been referred to the Oregon State Board of Health. The fact that Western Kraft contributes to the pollution of the area is accepted knowledge. The purpose of my letter was to point out the necessity for some action by your office with reference to highway safety.

Enclosed, you will find three editorial from our local paper in reply to an editorial by the former publisher, Wally **Eakin**, when he had inadvertantly stated the reason for the rash of actidents in the area was due to excessive speed (he wasn't there that evening).

If warning lights are placed in the area, please place them at the Albany interchange going North and the Jefferson junction going South enabeling at least the local citizens to by-pass the area by traveling on the old highway WEST of Western Kraft.

Porter

Sincerely Yours,

David S. Herbrandson
1650 West 13th
Albany, Oregon 97321

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER

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DEC 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1965
OREGON
STATE HIGHWAY COMMISSION

December 22, 1965

Oregon State Highway Commission

Gentlemen:

On numerous occasions, we have been requested to place signs at various locations along our highways, particularly the I-5 freeway, to warn motorists of fog or other impediments to the flow of traffic.

We have been somewhat reluctant to enter this field, as there are many hundreds of miles of highways in the State that are subject to fog and other conditions, making it virtually impossible to cover all or even any substantial part of the problem areas.

Governor Hatfield has also been under pressure re this proposal and his office recently instructed the Highway Department to prepare a plan for placing some signs warning motorists of fog, ice, et cetera, on I-5 in the Albany area. We are proceeding under the Governor's directive.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

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DEC 27 1965

FOR FILING
I-5-4(62) 334
7168

December 23, 1965

4306

Mr. Lee Bellows
Lee's Camera Shop
118 East First Avenue
Albany, Oregon

Dear Mr. Bellows:

This will acknowledge your letter of December 13 concerning the problem caused by fog or smoke or a combination of both in the area bordering the paper mill north of Albany.

The matter has been of serious concern to us. Other states have the same problem and much thought and research has been given to the matter throughout the United States. The research to date has not indicated an effective method of reducing accidents under the conditions encountered.

We do appreciate your interest in the matter and assure you that we in this Department are constantly working toward the reduction of accidents. It is an extremely indeterminate endeavor and as a measure of the problems involved we might point out that through our efforts this year, even in the face of an increased traffic load of six percent, the total number of accidents will be reduced by about nine percent.

We are still faced, however, with the glaring statistic that the death rate has increased greatly and we have not been able to initiate effective measures to reduce it. We are in constant touch with other states and we find their experience with respect to the death rate is following the same general pattern this year as that experienced in Oregon.

Commenting again on the situation at Albany, we are continuing to give it our undivided attention in the hope that some effective preventive measures can be developed to combat this condition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

TE:jwa

MR. & MRS. LEE BELLOWS

Lee's CAMERA SHOP

118 EAST FIRST AVENUE, ALBANY, OREGON

CAMERAS . . . . HOME MOVIES . . . . PHOTO SUPPLIES

December 13,1965

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

2377

DEC 15 65

State Highway Commission
Salem,Oregon

Gentlemen:

Over a year ago I wrote you about the condition on the Freeway near the Western Kraft paper mill North of Albany where fog mixed with smoke from the mill caused a pile-up of several vehicles including a large truck.If you will remember,a woman was killed in this pile-up and a number were hospitalized.In your reply,you did not think much of my suggestion about placing warning signs near there sp motorists would not come into this situation without being forewarned. The two letters to the editor of the local paper enclosed mention this same condition when 18 cars were involved in a pile-up recently.Don't you think this should be investigated at once and a remedy found? I would like to have your opinion.

Porter

Very truly yours,

Lee Bellows

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DEC 16 1965
TRAFFIC ENGINEERING

[illegible]
Edwards
1 week

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DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ing to nurture the ability to influence or shape government. The mass media of communication and the educational system, "far from assisting to give us an effective democracy are among the most important factors making our democracy

to every student should not be overlooked. Otherwise there would be danger that a large segment of their output will be without ability to comprehend the meanings of government and to function as effective elements of government.—wce.

Readers' Letters

In the Editor's Mailbag

Smog Warning Needed

To the Editor:

The editoral in Wednesday's paper, "Fog Doesn't Cause Accidents" was literally true because it was smog from industrial plants in the area that caused this 18-car pile-up on the freeway.

How many dead and injured people do we need on this section of the freeway before some system is set up to warn of smoggy conditions ahead? Perhaps signs, plus yellow-flashing lights could be placed approaching this area of the freeway and activated when conditions warrant it, by the State Police might help.

I came by the accident scene shortly after the pile-up and what can only be by God's grace that several people weren't killed and more injured than there were. After talking to several people that were involved or nearly involved in the pile-up, I believe they would all agree that the driving conditions were safe enough for practically normal freeway speeds until you reached the Western Kraft area of the freeway. Then it was as if someone dropped a great white blanket over your windshield.

One woman that got through the area just before the pile-up said that they could see only by rolling down their windows and steering by the white lines on both sides of them. When you are driving at near normal freeway speeds and suddenly come to an area like this, what can you do? Proceed at normal speeds and hope no one has slowed down in front of you, or obey the basic rule and immediately slow down? Either way, you are bound to lose under conditions that were present on the freeway in that area Saturday night.

To make the statement that, "road conditions are as safe as engineers can make them," makes a person wonder that if we have reached the ultimate in traffic engineering, and we still cannot avoid chain-reaction accidents, then maybe it is time to try and clear up the smog that the highway engineers couldn't out-engineer.

We as a nation spend billions to make it safe for one man to orbit the world, can we not spend a much smaller amount to make it safe for us, the earth-bound millions, who must travel by more mundane means from place to place.

Lester E. Nelson,
813 West 10th Ave.,
Albany, Ore.

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"State your name, congressic
bases cl

Coming soon on
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A Ticket to the Timber
Mo
KR
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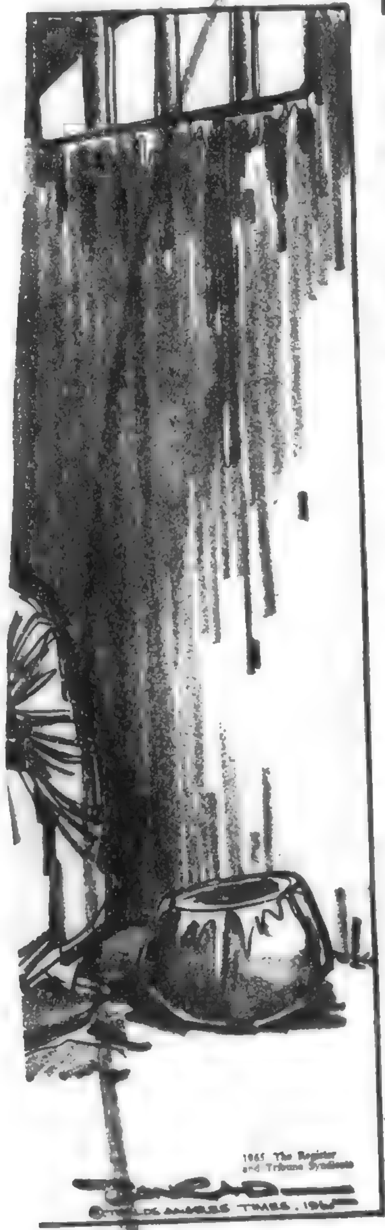
told b
PACIFIC POWER

Nam' march
r . . .?"



1965 The Register and Tribune Syndicate

©THE LOS ANGELES TIMES, 1965

Romance

:omment another profes-
nal Cupid: "Most people put
re thought into choosing a
arette brand than in picking
'ife or husband." (You mean
y'd rather fight AND
:tch?)

ell, who can say for sure
choice by computer isn't as
d as by suitor.

d if automated marriage
blow a fuse, perhaps the
m can go back and get an-
· punchcard.

Readers' Letters

To the Editor

No Faulty Driving

To the Editor:

It is quite obvious the person writing the editorial, "Fog Doesn't Cause Accidents" in the Dec. 8 D-H wasn't on the scene of the 18-car pile-up that he refers to.

I doubt very seriously if anyone was doing 80 mph in the southbound lanes at that time. We had just passed a State Patrolman sitting alongside the highway a few miles north of the pile-up, and I'm sure the gentleman wasn't sitting there taking a nap. If anyone was going that fast I think he would certainly have slowed them down.

There was absolutely no apparent need for us to crawl down the freeway from Salem to Albany. The weather was clear with excellent visibility from Salem UNTIL we reached the area near the paper mill. Suddenly (and I do mean **suddenly**) it was as though a curtain had been pulled in front of us. Visibility became zero. I question if this was fog alone. I am sure the paper mill contributed its share to the atmospheric condition pocketing the area at that time.

This is not the first pile-up of cars in that vicinity, and I daresay it will not be the last as I'm sure the mill with its smoke and fumes is here to stay. Needless to say there will be more fog also. Flares are usually put up after accidents occur. Is it asking too much that people be warned there is a "smoggy-fog" pocket just ahead **before** accidents have a chance to happen?

In closing may I suggest, Mr. Editor, that if you ever happen to be involved in a Highway Roulette under the above mentioned conditions at 8 or 80 mph you should have your seat belt fastened. It may save your life.

Jean Graf,
Route 4,
Albany, Oregon

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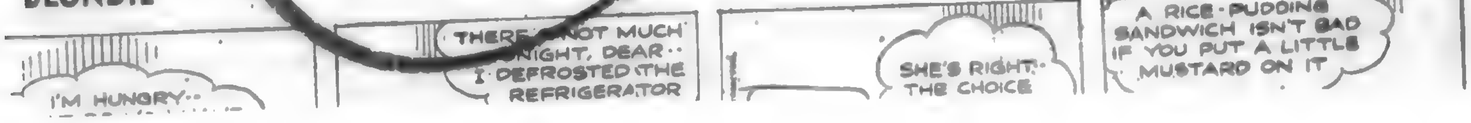
I'M HUNGRY--
THERE'S NOT MUCH TONIGHT, DEAR-- I DEFROSTED THE REFRIGERATOR
SHE'S RIGHT-- THE CHOICE
A RICE-PUDDING SANDWICH ISN'T BAD IF YOU PUT A LITTLE MUSTARD ON IT

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DEC 22 1965

84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-1(62)234

7168

December 17, 1965

To: MEMO TO THE FILE

SUBJECT: Sweet Home-Foster Section Hearing
Traffic Hazard North of Albany on I-5

At the conclusion of the hearing in Sweet Home yesterday I was engaged in a conversation with Senator Glenn Huston, the gist of which was, "I am extremely concerned with the smoke and fog situation on I-5 at the paper converting plant north of Albany. Is there not some way that you could put up signs which would warn the motorist to travel this section of the freeway with caution?"

I explained to Senator Huston the problems involved in getting the motorist to pay attention to a sign that did not represent an immediate hazard. As an example, "Look Out For Snow Plows" in the middle of summer.

The Senator recognized our problems but asked that I transmit the message to Mr. Cooper. I told him that I would and that we would advise him as to any ideas we might have.

I assume this memo will serve to fulfill my committment to advise the State Highway Engineer.

Victor D. Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:mc

cc: Forrest Cooper
R. L. Porter

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APR 27 1965
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I-5.4(62)234

4168

April 26, 1965

Captain Farley Mogan
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Captain Mogan:

On the matter of signing for temporary conditions, such as inclement weather or large-scale accidents, this has been the subject of much research and experimentation -- all of which has been unsatisfactory.

The New Jersey Turnpike Authority has installed, on an experimental basis, a number of these signs. Mr. Ed Ricker, Traffic Engineer for the Turnpike Authority, has reported that their operation leaves much to be desired.

We, in Oregon, have arrived at the opinion that there is no practical way to install signs such that their location and operation would be proper for every foreseeable condition without spending an amount of money that would be entirely out of proportion to the problem, and without creating a serious legal liability through their failure to be properly operated.

Very truly yours,

Forrest Cooper
State highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

LEG:njc/TE:jwa

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MAR 31 1965
FORM E-30X 80M 7-59 22128
FOR FILING

Maint
Traffic
Rd Mtrs
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 30, 1965

SUBJECT: Part Time Warning Signs
Interstate Freeways

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

We have been approached again by the State Police (Farley Mogan) concerning a part time sign on Interstate freeways with the legend "WRECK AHEAD". This sign, or a similar one indicating weather conditions, has been discussed several times during recent years.

It is estimated that such a sign installation would cost around $2,000 each, assuming that it would be activated from a manual switch.

We have not inquired as to whether this type of sign would be eligible for Federal Aid participation.

At the present time this letter is for informational purposes only. According to the attached note from Val, it is expected that the State Police will be making a request to the Highway Department in the future for this type of sign.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:njc
Attachment

copy to Mr. George
3-31-65

Not a practical idea.
How would you operate it.
Where & how many would you
place. Tell Mogan to
make his request thru supt.
W

RECEIVED
MAR 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 18, 1965

SUBJECT: Part-Time Warning Signs
Interstate Freeways

To: F. B. Crandall
Traffic Engineer
OFFICE

On Wednesday, February 17, Farley Mogan of the State Police called me and again brought up the subject of part-time "WRECK AHEAD" signs on the Interstate Freeways.

This was brought up again because of the accident which occurred on Interstate 5 south of Salem last Sunday evening, where a single car collision mushroomed into a multiple vehicle accident with a number of people injured. The secondary collisions were caused by the inability of the State Police to control traffic and in the case of traffic traveling in the opposite direction by drivers suddenly slowing down to view the accident scene. Also, there is an upcoming meeting of the Association of Chiefs of Police where Farley wants to discuss this matter.

His specific question to me was whether Federal participation could be obtained for the installation of such signs as neon or interior illuminated "WRECK AHEAD" signs installed on overcrossing structures. I told him that I do not know whether or not this would be eligible for Federal participation other than for possibly one or two installations as in experimental purposes.

From the way Farley talked, I gathered that the State Police would probably be coming to the Highway Department for sign installations between Portland and Goshen or Portland and Eugene.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:scr

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SEP 15 1964

FOR FILING

I-5-4(6-2) R34
7168

September 14, 1964

2646

Mr. Lee Bellows
Lee's Camera Shop
118 East First Avenue
Albany, Oregon

Dear Mr. Bellows:

We have received your letter concerning the possibility of installing signs in the Albany area to advise motorists of foggy conditions.

This possibility was thoroughly investigated last year with the result that it was found to be not practical to install control signs for weather conditions in an isolated location. There are too many variables concerning the weather conditions (such as location, time of occurrence, direction of wind, and type of conditions) that make it almost impossible to develop a practical intermittent signing scheme.

Hazards caused by inclement weather, particularly in an area where conditions may change almost from hour to hour, are almost impossible to cope with insofar as a traffic control scheme is concerned. In these types of situations, the reliability of drivers and their intelligence are about the only items that can be used in dealing with these road problems.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

LEG:lpf/TE:jw

MR. & MRS. LEE BELLOWS

Lee's CAMERA SHOP

118 EAST FIRST AVENUE, ALBANY, OREGON

CAMERAS . . . . HOME MOVIES . . . . PHOTO SUPPLIES

August 28,1964

REFERRED TO
Mr. Cooper
BY SECRETARY

Edwards

Oregon State Highway Commission,
Highway Building,
Salem,Oregon

Gentlemen:

Last October there was a pile-up of cars and a truck on the freeway close to the Western Kraft plant just North of Albany in which a woman was killed and several were badly hurt.There was fog in this area at that time you may remember.

Last Winter as I was coming to Albany late in the evening I ran into fog at the same place mixed with heavy dense fumes from the Kraft plant and the two combined to make visibility about zero.This same condition very likely accounted for the tragedy last October.

I would like to suggest warning signs be placed on both ends of this area as the same condition is bound to occur again this Fall and Winter.

Porter

Very truly yours,

Lee Bellows

6 [illegible]

RECEIVED
SEP 1 1964
TRAFFIC [illegible]

RECEIVED
AUG 3 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1963
FOR FILING
I-5-4(62)234
7168

November 20, 1963

1130

The Honorable J. F. Hall
Municipal Judge
City Hall
Coquille, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 7, concerning traffic hazards on Interstate 5 at the paper plant, north of Albany, and on US101 in the vicinity of Brush Creek, south of Port Orford.

It would be impossible, due to changing atmospheric conditions, to successfully bracket spot fog conditions with warning signs of any type. Further, legal questions would arise both as to the severity of the condition which should be covered and to the exercise of judgment in placing warning signs at one location and not at another. For these reasons we cannot accept this suggestion.

I am thoroughly familiar with the wind condition at the mouth of Brush Creek in Curry County. Very shortly after this section was opened, I directed appropriate signs be erected advising motorists of the condition. I am requesting that the area immediately be re-examined and if the signs have been removed they will be replaced.

I wish to thank you for your interest in traffic matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
R. N. Bothman
G. L. Clark

VPJ:pk/TE:jw

City of
COQUILLE
Oregon

November 7, 1963

Oregon State Highway Department
Highway Safety Division
Salem, Oregon

Gentlemen:

Two hazardous situations have been called to my attention and I have the gall to believe I might have a suggestion.

The paper plant on Interstate 5 at Albany creates a serious traffic hazard. The smoke from the plant mingling with the fog makes visibility impossible with the reult that motorists slam on their brakes as they encounter this atmospheric blind spot.
There is the serious possibility of pile-ups, as has already occurred at that point.

I would suggest permanent electric flares at the boundaries of that area that could be turned on by the paper plant personnel when fog conditions indicate the necessity.

The other situation was reported by Don Brooks of 415 East Second Street, Coquille, and I wish you would write him on this matter which I set forth below.

A hazardous condition exists at the bridge that crosses Brush Creek on Highway 101 below Port Orford where, during high winds, drivers holding against such winds hold their wheels hard over. A small knoll through which the highway passes, protects from the wind for an instant. A driver thus passes from high wind to dead calm to high wind with a resultant weaving across the center line, and several incidents of vehicles capsizing or colliding have resulted.

I believe a sign here "Extreme Danger During High Wind" would be of great help.

Very truly yours,

J F Hall

J. F. Hall
Municipal Judge
Coquille, Oregon

Crandall
R/W Reply

RECEIVED
NOV 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JFH:lpc

RECEIVED
NOV 19 1963

FOR FILING
E5-4(62)34
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 13, 1963

SUBJECT: Signing Fog Areas
Requested by State Police

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I am attaching copies of correspondence had on the above subject. Initially this was a subject of verbal discussion between Captain Mogan and Mr. Cooper. In this initial discussion reaction was negative insofar as any involvement onthe part of our Department in attempting to sign for these fog areas — this negative reaction based on legal and liability aspects of signing only selected locations, and conversely not doing it on a State-wide basis.

I have discussed this with Mr. Lindas (I believe Mr. Cooper did likewise) and Lindas concurs in the initial reaction, namely that we do not become involved in this sort of signing operation.

Captain Mogan called me on this recently and I indicated to him that our reaction was still negative, however, he asked, as per his memo note in the attached correspondence, that we give our decision in writing. The State Police are allegedly receiving static from the citizenry as to why some control through signing is not instigated, and I am conjecturing that a negative reaction in writing will be used as an instrument to pass the ball back to our Highway Department.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments
cc: Forrest Cooper

No further action
Discussed w/ Holcomb
[illegible]

[illegible]

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

File No. __________
Rd. No. _____ M.P. _____
City of __________
Streets __________
Rural _____ Urban _____

October 22, 1963

Captain Farley Mogan
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Captain Mogan:

I have your draft of a proposed letter on the subject of temporary sign installations for fog conditions.

You will recall that when you, Mr. Cooper, Mr. Crandall and I discussed this last Thursday, there was some concern over the legal angle of signing only certain locations and not doing it on a state-wide basis. Mr. Cooper was going to ask Mr. Lindas to look into this.

With the AASHO Convention being on this week, not much can be accomplished along this line. It is suggested that you hold any action on your letter until next week. I am referring your letter to Mr. Crandall for further discussion with Mr. Cooper.

Very truly yours,

F. B. Crandall
Traffic Engineer

By

V. P. Johnson
Traffic Control Engineer

VPJ:pk

RECEIVED
OCT 31 1963
FORM 2-30 10M 8-62

FOR FILING

I-5-4(62)234
7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1963

SUBJECT: Radio Controlled Signs

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

We have had some difficulty obtaining information, particularly cost information, on an experimental installation of a radio-controlled sign system that could be used on Interstate 5 in areas of heavy fog.

Rather than delay reporting on this matter, we are submitting to you an interim report with the understanding that more definite data, particularly regarding cost, will be given to you as soon as it is available, which should be within the next several weeks.

As you can see from Val Johnson's report, we have unsuccessfully tried to contact representatives by phone. We expect information from the Motorola representative in the very near future, after he returns from a trip to Chicago.

I make no comment on Val's report since it is self-explanitory. It is felt that the cost might possibly be somewhat on the low side, but as stated above we will have more definite figures on this later.

F B Crandall

F. B. Crandall
Traffic Engineer

[illegible] 10-[illegible]-63

LEG:njc
Attachments

Lets put this on shelf
dh

[illegible]

RECEIVED
OCT 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-30X 80M 3-63 48606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 11, 1963

SUBJECT: Experimental Speed Signs
Fog Areas on Freeways

To:

L. E. George
Ass't. Traffic Engineer
OFFICE

As instructed, I have looked into the matter of special speed signs for fog areas on freeways.

The presumption is that we are looking for a variable-indication sign with remote control on indication changes. We have very little file material on such signs and that which we have was put out in 1957.

The Econolite Corporation has such a sign which seemingly is made on a to-order basis. I could not get the over-all size of the sign in a telephone conversation but did learn that it has 18 inch numerals and costs $900. I saw this sign in Seattle last February. It is a multiple-bulb affair with a clear plastic face.

There is attached material from Tele-Dynamics Inc. which was given to us in 1957. You will note that they have a variable speed sign. No information is given as to sign size, letter size or cost. Based upon the prices of their other signs, I would estimate the cost at $1,000. I attempted to contact both the Los Angeles and Philadelphia offices of this company by phone but ran into frustrations and gained no information. It appears that the sign is no longer being made.

I have been in contact with the Motorola Company, but they cannot furnish even a "shotgun" estimate on radio controls until next week. I have determined that the State Police or Highway Department base stations can be used and that a separate transmitter would not be necessary. The old Tele-Dynamics gave a cost of $800 per sign for radio controls. This may be used for preliminary purposes.

In thinking about a test section I have made a check on accidents in fog on I5 from the Tigard Interchange to 'Q' Street. These are shown on the attached straightlines and summarized in the following table.

Section	Length (Miles)	Accidents in Fog 1/ Total Accidents	Accidents in Fog 1/ Multiple-Vehicle Accidents
Tigard Inter-Willamette River	10.72	3	1
Willamette River-Hayesville	24.41	8	3
Hayesville-No. Jefferson Interchange	13.98	6	0
No. Jefferson Inter-No. Albany Interchange	10.45	7	4
No. Albany Inter- Halsey Interchange	17.66	1	0
Halsey Interchange-'Q' St. Interchange	22.54	1	1

1/ Period January 1, 1962 to July 31, 1963.

I believe that to obtain any significant results from an experimental installation we should cover a section - - not install a single sign. I would suggest the North Jefferson-No. Albany or more properly, So. Santiam, section because of the accident record, length and physical and weather characteristics. Sign locations could be as follows.

Structure	Mile Point Location	Install Sign Northbound	Install Sign Southbound
No. Jefferson Interchange	56.73		X
Ankeny Hill Interchange	57.88	X	
Dever Road Interchange	61.74	X	X
Viewcrest Road Interchange	63.74		X
So. Santiam Interchange	68.19	X	

It would seem that mounting the signs overhead on structures would minimize vandalism.

Based upon the very inadequate cost information available at the present time, the installation of the six signs plus the necessary radio controls would cost between $20,000 and $25,000. As soon as I receive better data it will be submitted.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

RECEIVED
JAN 30 1958
FOR FILING

[illegible]

7168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1958

SUBJECT: Emergency Use Signs
New Jersey Turnpike

To: G. S. Paxson
Asst. State Highway Engineer
Office

You requested that I obtain for the use of the Department as much information as possible relating to emergency use signs by other agencies while I was at the Highway Research Board Meeting in Washington earlier this month. I made several inquiries and could find no one other than Mr. Edmund R. Ricker who had had any considerable experience. Mr. Ricker, Traffic Engineer for the New Jersey Turnpike Authority, has sound and more extensive experience than that of any other person I could have talked to.

The type of sign that we discussed is an intermittent, illuminated, red neon tubing type sign. It carries a two-line basic message. The left portion of the sign, in 16" letters and flashing, reads: "DRIVE SLOW". The right half of the sign, in 10" letters and controlled by a separate manual switch, has the following alternate messages which can be illuminated: "FOG AHEAD", "SNOW", "ICE" and "ACCIDENT". None of these messages flash. This sign is controlled by a manual switch at the site of the sign.

The Turnpike installed 18 such signs in 1954, six immediately thereafter and now have a total of 40 such signs in place. They install them on the face of structures as they should definitely be over the roadway. They have not seen fit, at least to date, to install a separate sign structure for this sign alone. The signs are located as closely as possible following on "on-ramp" at locations where fog would persist (along a river) or in areas where there are definite icy conditions. The average spacing is not over five miles. Other controls are the availability of power source, structures for mounting the signs, etc.

The New Jersey Turnpike Authority has no specific evidence of the value of these signs as it is difficult to document such values. Everyone seems to like the signs. The police are particularly appreciative of them, and public reaction is excellent. Of the several messages, however, that the sign carries the only message which tends to definitely slow down the traffic is the one relating to "ACCIDENT".

1-28-58
Talked to Supt. [illegible] who is to give further study.

NOTED
G. S. PAXSON

The cost of this sign is about $3000 without the cost of providing power. That is, without the cost of bringing power to the site if such is necessary. They have received bids which have gone as low as $1800, but the average would be about $3000 per installation -- bearing in mind that the sign is always installed on an existing structure.

Turning to the matter of controls, the signs on the New Jersey Turnpike have them in a box with two switches, one for the left half of the sign which reads: "DRIVE SLOW", and the other for multiple selection of messages on the right side of the sign. Normally, a police officer throws the switch, but the box is left unlocked so that anyone could throw the necessary switches in an emergency. (I think it should be born in mind that traffic volumes on the New Jersey Turnpike range from a minimum of 12,000 to 47,000 vehicles per day. They have considered remote control by radio and telephone, but have not carried their studies sufficient to arrive at any conclusions, nor have they explored cost in this particular field.) Turning once again to the operation of the sign, the first man (officer) at the scene of an accident goes to the site of the accident, the second man (officer) goes to the end of the scene of the accident and places flares and attempts to direct traffic -- then attempts are made to energize the sign. The energizing of the sign is quite often the function of a third man for the frequency of arriving traffic at the scene of an accident has the second man with his hands full. They have found that flares are very effective and oftentimes are the most practical approach to the control of traffic.

They have experienced no particular maintenance problems, however, they have had to cover the face of the signs with wire mesh so that thrown objects do not damage the tubing. They also have found that aluminum is the best material for construction of the signs. I have asked Mr. Ricker to forward to me detailed drawings of his signs which should be received in the not too distant future. It is anticipated that they would be of interest to you.

I have not attempted to draw any conclusions from the foregoing as I felt you wished a factual presentation of information obtained.

J. A. Head
Assistant Traffic Engineer

JAH:njs

RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1957
FOR FILING
Maint
Traffic
[illegible]

December 30, 1957

Mr. H. G. Maison, Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Maison:

You recently discussed with Mr. Sipprell of our office the problem of traffic accidents on the Baldock Freeway and the difficulty encountered on the part of your officers in slowing approaching traffic and at the same time keeping traffic moving at the scene of the accident. You suggest the possible installation of permanent signs at intervals along the Freeway bearing the message "Wreck Ahead", which could be activated by an officer, thereby aiding him and allowing him to concentrate his efforts at the scene of the wreck in directing and clearing traffic.

This type of sign is used to some extent on the toll facilities and turnpikes in the East; however, I do not know the details of such installations, the mechanics of their operation, frequency of installation, et cetera. It would appear that in order to perform their purpose that such sign installations would have to be at rather frequent intervals, say two or three miles, which would make for a rather expensive proposition. Over and above the cost of the sign and the installation of same, the major cost item would be hooking the signs into available power source. In the instance of the Baldock Freeway, this would mean running a power line along the Freeway for extended distances, since existing power lines are along the county roads crossing the Freeway.

Considering the rather sizeable cost of providing permanent sign installations at proper frequency, this situation would better be handled through the use of temporary signing with possible use of flares.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

FBC:dp fn

RECEIVED
DEC 13 1957
FOR FILING
Maint
Traffic
[illegible]

Salem, Oregon
December 10, 1957

Suggestion of Mr. Maison
concerning signs for accidents

Mr. F. B. Crandall

It does not seem to me that Mr. Maison's idea is very practicable. He probably could carry along some portable signs and set them out on each side of a wreck just as quick as he could go to a permanent sign and activate it. In any event, the placing of permanent signs would involve so many that the idea would not be practicable. Will you please draft a letter to Mr. Maison for me giving your thoughts in the matter.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM 530—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 4, 1957

REFERRED TO
Paxson
By State Highway Engineer

SUBJECT:

To:

Mr. W. C. Williams
Highway Engineer
Department

Yesterday morning Mr. H. G. Maison, State Police Superintendent, called me concerning the traffic accidents that had occurred on the Baldock Freeway Sunday which involved a considerable problem in slowing down traffic at some distance ahead of the point where the accident occurred and also a problem in getting traffic moving at the scene of the accident. This, of course, is virtually impossible for one officer to accomplish alone.

Mr. Maison stated that it was his understanding that in the East on turnpikes or freeways some states make use of permanently installed signs at intervals along the turnpike bearing the message "Wreck Ahead" and that when a wreck occurs, the officer knowing the location of these signs can go to the nearest one and actuate it and then proceed to the scene of the accident to keep traffic moving at that point. These are undoubtedly signs similar to those used in advance of our freeway truck scales which do not show any message until they are turned on. He thought that some such installation on the Baldock Freeway might be worthwhile.

After telling me what he had in mind, Mr. Maison made the observation that I might not be the proper person for him to direct such a suggestion to but that he would appreciate my passing it on to the proper official. After discussing this matter briefly with Mr. Stiffler and Mr. Crandall, it appeared best to direct this memorandum to you with an extra copy in the event you should wish to refer the matter on to Mr. Crandall for further study.

R. B. Sipprell
Director of Permits

cc
RBS:cw
cc - W. W. Stiffler

[illegible]

RECEIVED
DEC 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

6-1612 Eighth Street at Spruce and 1968
Harris Streets in Myrtle Point.
#7169 (2 traffic signals)

C&A
3594

RECEIVED
NOV 7 - 1969
FOR FILING

6-1612
7169

November 7, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 17, 1969, on Contract No. 7169. The contract was with Sims Electric, Inc., and was for a traffic signal installation on the Eighth Street at Spruce and Harris Streets (Myrtle Point) Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 7, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
NOV 10 1969
FOR FILING
6-1612
7169

November 7, 1969

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Contract No. 7169 awarded to Sims Electric, Inc., for traffic signal installations on Eighth Street at Spruce and Harris Streets in Myrtle Point on the Coos Bay-Roseburg Highway in Coos County was completed on June 17, 1969, and accepted by the Highway Commission on November 7, 1969.

Final payment in the amount of $902.50 will be released to the contractor after November 14, 1969. The total contract amount is $18,050 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

fkm

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & Debernardi Insurance Agency
830 S. E. Rose
Roseburg, Oregon 97470

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
SEP 26 1969
FOR FILING

6-1612

7169

#4

August 25, 1969

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an additional 50 calendar days on Contract No. 7169 for traffic signal installation at Eighth Street at Spruce and Harris Streets in Myrtle Point.

The Commission granted your request for a 50-calendar day extension without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
E. H. Ash

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7169 Contractor Sims Electric, Inc.

Highway Coos Bay - Roseburg

Section Eighth St. @ Spruce and Harris Sts. (Myrtle Point)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 50 calendar day extension without assessment of liquidated damages due to delay in manufacture and delivery of controller, said delay occasioned by presence of Department of Defense priority orders in controller manufacturing plant.

Recommended for Approval:

Asst
Division Engineer

Ivan V Merchant
~~Construction Engineer or~~
Bridge Engineer

Asst State Highway Engineer

Contract No. 7169
Project designation State
State-Federal
Date awarded 9-19-68
Work started 2-17-69
Per cent completed 100% 6-17-69
Date
No. of ~~Workdays~~ Calendar Allowed 210
No. of ~~Workdays~~ Calendar Used 260
No. of Added Workdays Requested 50

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 29, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 210 days to 260 days, within which to complete our Contract No. 7169, without the assessment of liquidated damages. The said contract is described as follows: Traffic signal installation, Coos Co., Coos-Bay-Roseburg Hwy., Myrtle Point.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All work, except for the controller was complete as of March 21, 1969. Please refer to Mr. J. Patrick Shorts letter attached, which advises that the controller was held up as a result of the delay in receiving highly sophisticated components from their suppliers as a result of the shortage created by the demand of the Viet Nam conflict. The controller was installed and work completed immediately after its arrival. Work completed June 17, 1969.

Respectfully submitted,

Sims Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date April 29, 1969

We, Maryland Casualty Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

CURLEY & [illegible] INSURANCE, INC.

BY
Resident Agent

(SEAL)

RECEIVED
AUG 4 - 1969
FOR FILING
6-1612

7169

August 4, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
August 19, 1969 meeting

Sims Electric, Inc., contractor for the construction of traffic signals on Eighth Street at Spruce and Harris Streets in Myrtle Point on the Coos Bay-Roseburg Highway in Coos County, Contract 7169, has requested that he be granted an additional 50 calendar days in which to complete the contract work without assessment of liquidated damages.

The contract allotted 210 calendar days to complete the work which forecast a completion date of April 28, 1969. The work was completed June 17, 1969, with a total of 260 calendar days charged. This is an overrun of 50 calendar days.

All contract work, with the exception of the installation of a controller at Spruce Street was complete on March 21, 1969, 37 days prior to the expiration of the allotted time. The controller was delivered and installed and the contract completed June 17, 1969.

Delay in manufacture and delivery of the controller was due to Department of Defense priority orders in the manufacturing plant. This is an extenuating circumstance beyond the control of the contractor. I recommend that the contractor be granted a 50-calendar day extension without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the August 19 meeting.

CAG:DH sr

Very truly yours,

cc: Floyd Query
R. L. Porter
Tom Edwards — Forrest Cooper
Victor D. Wolfe — State Highway Engineer
Evan Merchant — C. T. Keasey
F. D. Morgan — V. E. Skoog

RECEIVED
JUL 2 1969
AM 7|8|9|10|11|12|1|2|3|4|5|6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7169 Contractor Sims Electric, Inc.

Highway Coos Bay - Roseburg

Section Eighth St. @ Spruce and Harris Sts. (Myrtle Point)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Grant 50 calendar day extension without assessment of liquidated damages due to delay in manufacture and delivery of controller, said delay occasioned by presence of Department of Defense priority orders in controller manufacturing plant.

Recommended for Approval:

John [illegible]
Asst
Division Engineer

Ivan V Merchant
~~Construction Engineer or~~
Bridge Engineer

Asst
State Highway Engineer

Contract No.	7169
Project designation	State State-Federal
Date awarded	9-19-68
Work started	2-17-69
Per cent completed	100% 6-17-69 Date
No. of Calendar Workdays Allowed	210
No. of Calendar Workdays Used	260
No. of Added Workdays Requested	50

E—320 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 29, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 210 days to 260 days, within which to complete our Contract No. 7169, without the assessment of liquidated damages. The said contract is described as follows: Traffic signal installation, Coos Co., Coos-Bay-Roseburg Hwy., Myrtle Point.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All work, except for the controller was complete as of March 21, 1969. Please refer to Mr. J. Patrick Shorts letter attached, which advises that the controller was held up as a result of the delay in receiving highly sophisticated components from their suppliers as a result of the shortage created by the demand of the Viet Nam conflict. The controller was installed and work completed immediately after its arrival. Work completed June 17, 1969.

Respectfully submitted,

Sims Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date April 29, 1969

We, Maryland Casualty Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

6-1612
7169 F

FORM E-1 REV (3-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Eighth St. at Spruce and Harris (Myrtle Point)		WEEK ENDING: July 5, 1969
		SECTION PREFIX: 6-1612
HIGHWAY: Coos Bay - Roseburg		COUNTY: Coos
NAME OF JOB: Myrtle Point Traffic Signals	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric, Inc.	CONTRACT NUMBER: 7169	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 19, 1968	DATE WORK STARTED: Feb. 17, 1969	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: 260
PROJECT AUTHORIZATION: $20,896.25	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 124%
EXCLUSIVE OF ENGINEERING: $19,071.25	ENGINEERING AUTHORIZATION: $1,825.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $19,071.25	ENGINEERING COST TO DATE: $1,585.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ___%	PERCENT OF AUTHORIZATION: 87%	DATE PROJECT WAS COMPLETED: June 17, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair			
MONDAY 30	Fair			
TUESDAY 1	Overcast			
WEDNESDAY 2	Overcast			
THURSDAY 3	Overcast			
FRIDAY 4				
SATURDAY 5				

Routing
Morgan
Decker
Lund
Walker

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No work all week.
MONDAY 30	
TUESDAY 1	
WEDNESDAY 2	
THURSDAY 3	
FRIDAY 4	
SATURDAY 5	

REMARKS

Eliss Eagle sent a new loop tuning Amplifier down to job. It was installed on Thursday but couldn't tune it. It was either damaged in shipment or lack of knowledge on this end for tuning it. Electrician will look at it Monday, July 7th and then Eliss Eagle representative will be notified. Signals are on operation but timing cycle is not right.

Final records and semi-final estimate sent to Division office on July first.

SIGNED ______ LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 13 1968
FOR FILING

6-1612
7169

September 19, 1968

Bid Sept. 12

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on September 17 accepted your proposal for traffic signal installation on Eighth Street at Spruce and Harris Streets in the city of Myrtle Point on the Coos Bay-Roseburg Highway in Coos County for the sum of $18,050 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Myrtle Point is received and the sum of $10,450 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7169. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 1, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
E. G. Ash
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
SEP 19 1968

FOR FILING

District
Traffic
Lights

Myrtle Point

September 16, 1968

Mrs. Naomi Shields
City Recorder
City Hall
Myrtle Point, Oregon 97458

Dear Mrs. Shields:

On September 12, bids were opened on the project for the installation of traffic signals at the intersections of the Coos Bay-Roseburg Highway with Spruce Street and with Harris Street in Myrtle Point.

The low bid was $18,050. Additional costs are: Flagging - $200 and Engineering - $2,646.25. The total estimated cost of the project at this time then becomes $20,896.25.

If you will submit the City's check in the amount of $10,450, we will proceed to award the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Check #971
in the amt of
$10,450 Rec'd
9-19-68 & forwarded
to Accounting
JR

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
H. S. Cox
C. T. Keasey

VPJ:ji ja

RECEIVED
SEP 26 1968
FOR FILING

6-1612

7169

4Q

August 22, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3594

City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Attention: Mrs. Leona Shields
City Recorder

Agreement dated
August [illegible] 1968

Gentlemen:

Attached for your records is an agreement covering the installation of traffic signals at the intersection of 8th Street (Coos Bay-Roseburg Highway) and Spruce Street; and pedestrian actuated signals at the intersection of 8th Street and Harris Street.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc Mr. F. B. Crandall
(conformed agreement)

RECEIVED
AUG 1 6 1968

FOR FILIN
6-1612
7169

August 15, 1968

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared and executed with the City of Myrtle Point for the installation of fully actuated traffic signals at the intersection of 8th Street (Coos Bay-Roseburg Highway) and Spruce Street; and pedestrian actuated signals at the intersection of 8th Street and Harris Street in the city of Myrtle Point.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installation and pay for all electrical energy. The total estimated cost of this installation is $20,000, the State's share ($10,000) to be taken from Minor Betterment Funds.

Your approval of the agreement is recommended and authority requested for the Secretary to sign for and on your behalf.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

VPJ:njc lms
bc: Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
C. T. Keasey

S-321(4) C.O.I. Canal (Arnold Rd.) Br. 1968
on FAS 692, S.E. of Bend.
#7170 (Prestressed conc. slab bridge)

CM H .3585

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99601

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	SC [illegible]		[illegible]

Contract 7170
S-321(4)

Deschutes County
Deschutes County Clerk
Courthouse
Bend, Oregon 97701

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Charles Plummer, Roadmaster			
Final Billing: Co. I Canal (Arnold Road) Bridge Section FAS 692. Covered by agreement dated October 31, 1967.			
County advance deposit		[illegible]	
Amount previously transferred		[illegible]	
			1,500.00
County share of construction costs		[illegible]	
Amount previously transferred		[illegible]	
			[illegible]
			[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By______________________________

RECEIVED
APR 3 - 1969
FOR FILING

S-321(4)

7170

April 3, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7170 awarded to R. L. Coats for construction of the C.O.I. Canal (Arnold Road) Bridge on FAS 692 in Deschutes County was completed on February 13, 1969, and accepted by the Highway Commission on April 2, 1969.

Final payment in the amount of $1,382.17 will be released to the contractor after April 10, 1969. The total contract amount is $22,899.47 including $730.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Kerr

RECEIVED
APR 2 - 1969
FOR FILING

S-321(4)
7170

April 2, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed February 13, 1969, on Contract No. 7170. The contract was with R. L. Coats and was for a structure on the C.O.I. Canal (Arnold Road) Bridge Section of FAS 692 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

NOTED
H. S. COX

February 18, 1969

RECEIVED
FEB 20 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. Don Pallett
Resident Bridge Engineer
Division 4
Oregon State Highway Department
Bend, Oregon 97701

Re: Contract #S-321(4) F.A.S. #692 Arnold Bridge

Dear Sir:

Please be advised that I inspected the above mentioned project on February 18, 1969 and find as follows:

In checking the areas near where the bulkhead is indented, and where it is attached to the wing wall, there are large to varing width gaps between the deck and the edge of the indented area. They have been sloped and partially grouted. I think they should be fully grouted and some sort of expansion joint material inserted there. It has the outward appearance of a sloppy job of pouring and prefitting the bulkheads.

Otherwise from all other appearances the structure is sound and the workmanship appears good.

In spite of what I have mentioned here, I would accept this project in behalf of Deschutes County.

Yours truly,

Charles L. Plummer
Deschutes County Roadmaster

NOTED
HAROLD REYNOLDSON

cc: Mr. H. S. Cox
County and City Relations Engineer

Copy to :- Ted Roake

CLP:sjk

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Fo pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 10-74	ORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-3-68	COUNTY Deschutes PROJECT NO. S-321(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arnold Road (C. O. I. Canal) Bridge on FAS 692

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-14-68	0.010
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 26,180	FEDERAL FUNDS $ 16,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By Asst. State Highway Engineer (Title)	By G L Green (Division Engineer) For R. E. Simpson
By (Title)	Date executed by Division Engineer October 3, 1968
By (Title)	

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26864-P66

Oregon State Highway Department

Federal Aid
Project No. S-321(4) Safety

ARNOLD ROAD (C. O. I. CANAL) BRIDGE ON FAS 692 IN DESCHUTES COUNTY

Project agreement estimate.

Salem, Oregon, September 24, 1968

Type Code X080
C. O. I. Canal Bridge #9815 (Sta. 9+74 to Sta. 10+26)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structural Excavation	280 cu. yd.	$ 5.00	1,400.00
Structural Excavation Below Elevation Shown	20 cu. yd.	5.00	100.00
Class A Concrete (77 cu. yd.)	All Required		6,000.00
4' x 25'/30' Prestressed Slab	16 only	600.00	9,600.00
Reinforcement (8,000 lbs.)	All Required		1,300.00
Metal Rail	125 lin. ft.	12.00	1,500.00
Type 2A Guard Rail	100 lin. ft.	4.00	400.00
Temporary Direction & Protection of Traffic	All Required		500.00
			$22,800.00
Seal Canal			1,000.00
		Subtotal	$23,800.00
		10% Engr. & Cont.	2,380.00
		Total	$26,180.00

Length of Structure 0.010 mile

Federal Funds	$16,600.00
State Funds	4,790.00
County Funds	4,790.00
Total	$26,180.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

September 25, 1968

Deschutes County Court
County Courthouse
Bend, Oregon 97701

NOTED
H. S. COX

Attention Mr. Charles Plummer, Roadmaster

C.O.I. Canal (Arnold Road) Bridge Section
FAS 692
Deschutes County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $5,500 for the structure on subject project.

A copy of the construction plans and contract (#7170) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

by

HR

Harold Reynoldson
Planning Engineer

HR:sb

Enc.

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

C

RECEIVED
NOV 13 1968
FOR FILING

S-321(4)

7170

September 23, 1968

Bid Sept 12

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on September 17 accepted your proposal for construction of the C.O.I. Canal (Arnold Road) Bridge on FAS 692 in Deschutes County for the sum of $22,800 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Deschutes County is received and the sum of $5,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7170. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 4, 1968.

We might call to your attention that Revision Letter No. 1, dated September 5, 1968, is bound in the contract and thereby becomes a part of it.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 30 1968
FOR FILING

S-321(4)
7170

August 30, 1968

MISC. CONTRACTS and
AGREEMENTS No. 5585

Deschutes County Court
Courthouse
Bend, Oregon 97701

Attention: Mrs. Helen M. Dacey
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the C.O.I. Canal (Arnold Road) Bridge on FAS 692.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. H. S. Cox
(conformed copy)

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
H. S. COX

Attention: County and City Division

SUBJECT: Federal Aid Project No. 692

Highway No. ________

Project Name C.O.I. Canal (Arnold Road) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Aug 27 Bend, Oregon, this 27 day of Aug, 1968.

Deschutes County

D. L. Penhollow
Judge

G. W. McCann
Commissioner

Dorothy A. Smead
Commissioner

RECEIVED
AUG 28 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

Copy to:- John Oakes
Ted Rooke
C.G. Swenson
R.N. Chase

(11/29/66)

NOTED
DON HARWELL

(12-7-66 150)

8-14-68

RECEIVED AUG 22 1968 FOR FILING

S-321(4)

7/1/70

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	8/14/68
BY (Signature)	L. H. Young
TITLE	Office Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 997 THRU 999

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
997	S-321(4)	0.01	32,000	19,200	Arnold Rd. (COI) Br.	1 structure
998	S-15-052(1)*	8.22	2,600,000	1,638,000	Crater Lake Hwy Brownsboro Sec.	Gr., Pave., - 3 structures
999	S-554(2)	0.02	55,000	33,000	Hermiston-Meadow Valley Interchange Sec.	3 structures
			$2,687,000	$1,690,200		

Item 997 is classified as "Safety" project.

* IBM code:
15-05(201)

Young

REMARKS (Division) Item 998: System revision was approved August 12, 1968

Item 999: It is understood that arrangements will be made with or without Federal-funds to adequately protect the railroad crossing located near the southern terminus of the project in accordance with PPM 21-10. Failure to provide protection within a reasonable time could be cause for withdrawing Federal participation in this project.

You are authorized to proceed with all actions including utility work necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
8/14/68	Glen L. Green For R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. 2.0 Mi. SE of Bend 21 65	ADT	PRESENT 200	FUTURE 320 (66) (70)	YEAR 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Deschu	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 69

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	Co.Rd. Approx. 2.0 Mi. SE of Bend [Arnold Road (C.O.I. Canal) Bridge]	(54) (58)	(59) (66)	(67) (7
5					PE					
5					ROW					
5					CONST (CODE) Safety			0.01	32,000	19,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.01	32,000	19,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

FAS 692
Desch Co

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 200	FUTURE 320	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 997

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S-	NUMBER 321(4)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

COUNTY NAME Deschutes			CODE 017
ROUTE NO. S	FEDERAL-AID 692	STATE Co.Rd.	U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One reinforced concrete precast slab bridge, length 52', HC 32'.
					ROW - 60' normal; Access Control - none; Parking Restrictions - none.
0.01	32,000	19,200	6,400	6,400 (Co.)	
0.01	32,000	19,200	6,400	6,400 (Co.)	

REMARKS Relocation Assistance - None involved. The project is being programed as a "Safety Improvement" on the basis of Mr. Prange's letter of December 18, 1967.

USCOMM DUSCOMM-DC 48905-P61

ARNOLD ROAD (C.O.I. CANAL) BRIDGE

PROJECT S-321(4)

Existing Facilities

Structure with two 23' T.B. spans on concrete abutments and piers - wooden deck with 1" oil mat. H.C. 17'1".

Adjacent Sections

North End: 21' oil mat with 5' gravel shoulders.
South End: 21' oil mat with 5' gravel shoulders.

Project Data

Construct a two-span bridge 52' long with a H.C. of 32'; reinforced concrete abutments and piers; precast concrete slab deck; no sidewalks.

Contractor to remove the existing bridge.

County to construct the connections and approaches - no additional right of way.

Detour is county responsibility.

Right-of-Way: 60' maximum
Access Control: None

RR Xing: None
Minimum Design Standards: No exceptions.

System Action: Completed
Public Hearing: Not necessary.

Unusual or Complicated Situations: None

Route Data: S-321(3)

Deschutes 8

August 5, 1968
(date)

NOTED
H. S. COX

RECEIVED
AUG 8 1968
ENGINEER
COUNTY & CITY DIVISION

Deschutes County Court
Courthouse
Bend, Oregon 97701

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

- -

Highway FAS 692

Section Arnold Road (C.O.I. Canal) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

8/7/68
(date)

By D L Penhollow

By G W McCann
Commissioner

By Dorothy A. Smead
Commissioner

NOTED
RICHARD UNREIN

[illegible]

NOTED
[illegible]

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID PR** *(PPM 2*

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co.Rd. 2.0 Mi. SE of Bend 21 65	**ADT**	PRESENT 200	FUTURE 320 (66) (70)	YEAR 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Deschu	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 692

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co.Rd. Approx. 2.0 Mi. SE of Bend /Arnold Road (C.O.I. Canal) Bridge/			
5					**ROW**					
5					**CONST** (CODE) Safety			0.01	32,000	19,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.01	32,000	19,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 200	FUTURE 320 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 997 (14) (16)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 321(4) 7	SEQ. NO. 13	I Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Deschutes				CODE 017 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 692 (32)	STATE Co.Rd. (36)	U.S. (37) (41)		

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					One reinforced concrete precast slab bridge, length 52', HC 32'.
					ROW - 60' normal; Access Control - none; Parking Restrictions - none.
0.01	32,000	19,200	6,400	6,400 (Co.)	
0.01	32,000	19,200	6,400	6,400 (Co.)	
	(16) (23)	(24) (33)			

REMARKS Relocation Assistance - None involved. The project is being programed as a "Safety Improvement" on the basis of Mr. Prange's letter of December 18, 1967.

USCOMM DUSCOMM-DC 48905-P61

ARNOLD ROAD (C.O.I. CANAL) BRIDGE

PROJECT S-321(4)

Existing Facilities

Structure with two 23' T.B. spans on concrete abutments and piers - wooden deck with 1" oil mat. H.C. 17'1".

Adjacent Sections

North End: 21' oil mat with 5' gravel shoulders.
South End: 21' oil mat with 5' gravel shoulders.

Project Data

Construct a two-span bridge 52' long with a H.C. of 32'; reinforced concrete abutments and piers; precast concrete slab deck; no sidewalks.

Contractor to remove the existing bridge.

County to construct the connections and approaches - no additional right of way.

Detour is county responsibility.

Right-of-Way: 60' maximum
Access Control: None

RR Xing: None
Minimum Design Standards: No exceptions.

System Action: Completed
Public Hearing: Not necessary.

Unusual or Complicated Situations: None

Route Data: S-321(3)

NOTED
H. S. COX

Safety - Yes

MEMO TO R. N. CHASE Date July 17, 1968

FAS 692, DESCHUTES COUNTY: COI Canal (Arnold) Bridge SECTION

TERMINI: Bridge southeasterly of the city of Bend on FAS 692, a distance of 1.38 miles south of the junction with FAP 21, which junction is approximately 1 mile east of the city limits of Bend. M.P. 1.38

PROPOSED WORK:
Structure

PROJECT LENGTH: 52' long

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$32,000	$19,200	$6,400	$6,400	

EXISTING FACILITIES: Structure with two 23' T.B. spans on concrete abutments and piers - wooden deck with 1" oil mat. H.C. 17'1"

ADJACENT SECTIONS:
NORTH/~~[illegible]~~ END:
SOUTH/~~[illegible]~~ END:
21' oil mat with 5' gravel shoulders

PROJECT DATA: Construct a two-span bridge 52' long with a H.C. of 32'; reinforced concrete abutments and piers; precast concrete slab deck; no sidewalks.

Contractor to remove the existing bridge.

County to construct the connections and approaches - no additional right of way.

Detour is county responsibility.

RIGHT-OF-WAY: 60' maximum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: no exceptions

SYSTEM ACTION completed
PUBLIC HEARING: not necessary

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: S-321(3)

NOTED
HAROLD
REYNOLDSON

NOTED
MAIHOR C. HOLMES

NOTED
R. H. PRAN

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Salem, Oregon
November 13, 1967

C.O.I. Canal Bridges
Ward Road, FAS 691
Gosney Road, FAS 692
Arnold Road, FAS 692
Deschutes County

Mr. J. E. Morelock

BUILDING

NOTED
H. S. COX

The survey data for the above project has been examined and it has been found to be consistent with the project as requested by the County and approved by the Highway Commission.

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer
County and City Division

HR:nr

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MARION C. HOLMES

NOTED
DON HARWELL

DESCHUTES COUNTY
PROPOSED PROJECTS (1968 FUNDS)

FAS 691- Ward County Road, C.O.I. Canal Bridge,
FAS 692- Gosney County Road, C.O.I. Canal Bridge,
FAS 692- Arnold County Road, C.O.I. Canal Bridge;
Three (3) structures, $80,000.00.

State to make survey and vicinity map. Structures to be 32' wide, with no sidewalks, prestressed, precast, slab deck and metal railing. County will construct and maintain detours. No additional right of way. Foundation tests by State.

Hiway Commission
approved on Oct 31 1967

67-g
9/28/67

I-5-3(80) Cabin Creek Safety Rest Area, 1968
145 north of Roseburg.
#7171 (Prospect Wells)

C

RECEIVED
APR 3 - 1969
FOR FILING

I-5-3(80)145
7171

April 3, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7171 awarded to W. W. Drilling and Pump Service for prospecting wells in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on October 2, 1968, and accepted by the Highway Commission on April 2, 1969.

Final payment in the amount of $390.15 will be released to the contractor after April 10, 1969. The total contract amount is $3,230.76 including $126.50 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc W. W. Drilling & Pump Service
2320 Main Street
Springfield, Oregon 97477

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
APR 2 - 1969
FOR FILING

I-5-3(80)115

7171

April 2, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1968, on Contract No. 7171. The contract was with W. W. Drilling and Pump Service and was for prospecting wells on the Cabin Creek Safety Rest Area Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey
Ivan Merchant

srb sr

I-5-3(80)145
9191

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: M.P. 53.2 to M.P. 55.5

WEEK ENDING: October 19, 1968

SECTION PREFIX: 113-1108

HIGHWAY: Steens

COUNTY: Harney

NAME OF JOB: M.P. 53.2 to M.P. 55.5

KIND OF WORK: Grading and Paving

CONTRACTOR: Babler Bros. Inc.

CONTRACT NUMBER: 7171

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 17, 1968

DATE WORK STARTED: - - - -

ESTIMATED COMPLETION DATE: July 16, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 20

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 10

PROJECT AUTHORIZATION: $ 168,120.17

EXCLUSIVE OF ENGINEERING: $ 154,789.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 154,789.05

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 13,331.12

This Week 00

ENGINEERING COST TO DATE $ 2,285.00

PERCENT OF AUTHORIZATION 17 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 0

DATE PROJECT WAS COMPLETED: OCT 21 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.3	2.3			2.3
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,300 c.y.	12,650 c.y.			6,790 ton
TOTAL QUANTITIES CORRECTED TO DATE	19,300 c.y.	12,650 c.y.			6,790 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0			0
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Overcast			
TUESDAY	Overcast			
WEDNESDAY	Overcast			
THURSDAY	Fair			
FRIDAY	Fair			BEN GIFFORD NOTED
SATURDAY	Overcast			R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor during this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Talked to N. A. Toole, crushing subcontractor on this project. His present plan is to start crushing on this project around the first of the year.

SIGNED P. F. Dennitt LOCATION Ontario

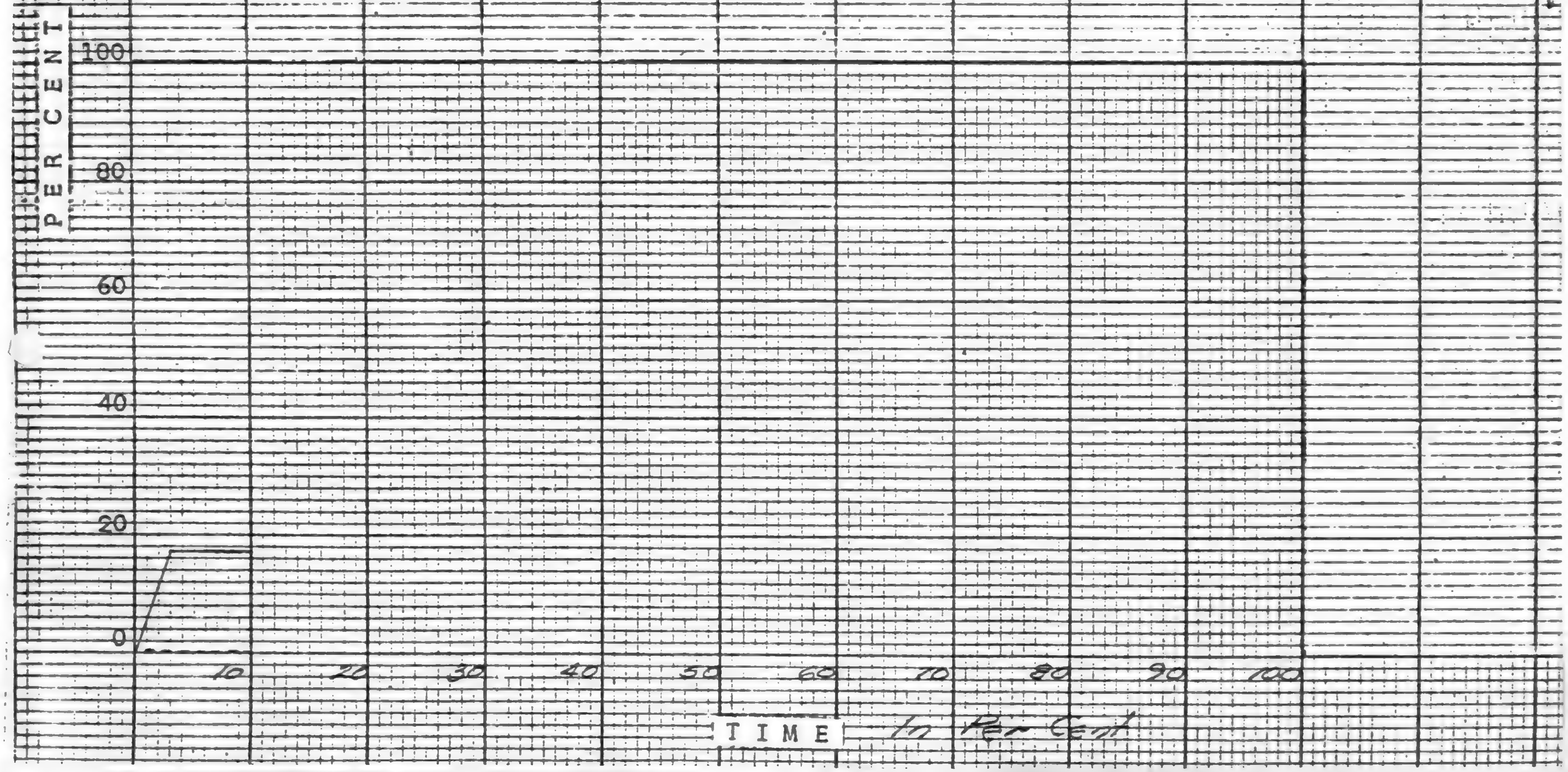
PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Section *M.P. 53.2 to M.P. 55.5*
Highway *Steens*
Contract No. *7172*
F.A. Proj. No. *State*

Contract Completed - - - - - - - - -

Engineering Expended ____________



STATE COPY

C

FORM E-123X 90 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~D~~ [illegible]
~~PORTLAND~~
FRED W. HILL, [illegible]
PENDLETON
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 17 1968
ON FILM

I-5-3(80)145
-7171

October 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7171
Prefix 610-1027
FAP I-5-3(80)145

Dear Sir:

All work under Contract No. 7171, Cabin Creek Safety Rest Area Section of the Pacific Highway in Douglas County, was completed on October 2, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 10-16-68

Conditions noted on above date:

A final inspection was made on 10-15-68 and the project work was considered as satisfactorily completed. However, one well was tested and the preliminary report showed the possible contamination by salt. A recheck is being made and if there is a salting condition some corrective work will be done to assure acceptable water from both the wells.

R. E. Simpson
by Division Engineer

to: Forrest Cooper
L. H. Young

RECEIVED
OCT 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 10-76	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-1-68	COUNTY Douglas
		PROJECT NO. I-5-3(80)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cabin Creek Safety Rest Area on the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-21-68	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,800	$ 5,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer October 1, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

COMM-D 3864-P66

Oregon State Highway Department

Federal Aid
Project No. I-5-3(80)145

CABIN CREEK SAFETY REST AREA ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, September 23, 1968

Type Code Y021
Well Drilling (Sta. 1450+00)(Contract No. 7171)

Drill Rig Moving	All Required		$ 150.00
Drilling Prospect Holes, 0-100 Feet Deep	400 lin.ft.	$ 6.00	2,400.00
Drilling Prospect Holes, 100-250 Feet Deep	250 lin.ft.	4.50	1,125.00
Furnish and Install 6-inch Well Casing	85 lin.ft.	2.00	170.00
Furnish and Install Perforated Well Liner	200 lin.ft.	1.70	340.00
Well Development Work	24 hr.	20.00	480.00
Polyphosphate Treatment	1 only	25.00	25.00
Pumping Tests	12 hr.	18.00	216.00
Standby Time	16 hr.	12.00	192.00
Abandonment of Holes	1 only	50.00	50.00
Filling Abandoned Holes	125 lin.ft.	1.00	125.00
	Subtotal		$5,273.00
	10% Engr. & Cont.		527.00
	Total		$5,800.00

Length of Project - - - - - - - 0.00 Mile

Work Retained in Program Status

Drill Additional Prospect Wells	All Required	$6,500.00
	Subtotal	$6,500.00
	10% Engr. & Cont.	650.00
	Total	$7,150.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Drill Wells	$ 5,800.00	$ 5,300.00	$ 500.00
Retained in Program	7,150.00	6,500.00	650.00
Total	$12,950.00	$11,800.00	$1,150.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

1°

Form

RECEIVED
OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I 5-3(80)145

7171

STATE COPY

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Conti[illegible]
proj[illegible]
funds a[illegible]
SEP 30 1968
Dist. Engineer
U.S.

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cabin Creek Safety Rest Area

Date September 30 1968

Highway Pacific

Contract No. 7171

County Douglas

Prefix 610-1027

Contractor W. W. Drillin & Pump Service

F. A. Project No. I-5-3(80)145

Address 2320 Main Street, Springfield, Oregon 97477

Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish generator to operate 60-65 GPM submersible pump for testing wells No. 8 & 9.

Location by station numbers:

134+75 & 1355+75

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment Rental for Generator - - - - - - - - $100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It was anticipated that wells would be low yield and a 15 GPM pump was specified for testing. Estimated yield at time of drilling was 45 to 60 GPM, requiring a larger pump and generator to pump test wells. Testing will begin 10-1-68

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 13,480.00
Present estimate of project cost, including $ 100.00 for work under this order	$ 5,894.10
Expected under-run amount	$ 7,585.98
Expected under-run per cent	56.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ Howard R. Harris
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
IOD Bridge Engineer

Approval Recommended: /s/ John Quiner II

Approv[illegible] /s/ L. H. Young 10-28-68

RECEIVED
SEP 19 1968

FOR FILING

I-5-3(80)145

7171

September 18, 1968

W. W. Drilling and Pump Service
2320 Main Street
Springfield, Oregon 97477

Gentlemen:

Enclosed are three copies of Contract No. 7171 for $5,273 awarded to you by the State Highway Commission on September 17, 1968. This contract is for prospect wells in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc
- Frank Morgan
- L. H. Young
- I. D. Merchant
- C. D. Matthis (SIAC)
- C. T. Keasey
- Howard Harris
- Mark Astrup

C

RECEIVED
SEP 19 1968

FOR FILING

Thaddeus Bruno, Member
Portland

I-5-3(80)145
7171

September 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 16, 1968, is requested in the award of contract for the Cabin Creek Safety Rest Area, Project No. I-5-3(80)145.

The contractor receiving the award is W. W. Drilling and Pump Service, in the amount of $5,273.00, with Contract No. 7171 assigned. This bid was received on September 12, 1968, and awarded September 17, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities or railroads are involved.

We hereby certify that all contractors received revision letter No. 1 prior to the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R N Chase

For L. H. Young
Office Engineer

Bureau of Public Roads Endorsement

Date______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

C

RECEIVED
SEP 16 1968
FOR FILING

I-5-3(80)145

7171

September 16, 1968

Mr. James I. Carter
Carter Drilling and Pump Service
325 S. Second Street
Springfield, Oregon 97477

Dear Mr. Carter:

A copy of your letter concerning the specification requiring air-rotary drilling methods for the Cabin Creek Rest Area has come to my desk for reply.

I am sure Mr. Knapp explained to you the extreme difficulties we have encountered in securing water in the Turkey Hill formation, having made (as you no doubt know) two previous unsuccessful attempts to secure adequate water in this area. For these reasons, the specification was prepared requiring the air-rotary process.

The last sentence of your letter questions whether or not our future policy will be a continued specification of air-rotary equipment. Our answer would be "No" in the areas where cable percussion equipment could do the job equally as well as the air-rotary machines. Stating it differently, the specification of air-rotary equipment will more probably be an exception rather than a rule.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards ja.
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. T. Keasey

AIR-ROTARY DRILLING AT
CABIN CREEK REST AREA

1. Reasons for using the air-rotary drilling rig:

    (a) Can keep a more accurate and continuous log on water yield from the hole.

    (b) Necessary information in the test drilling work is obtained quicker and more accurately.

    Can keep a closer continuous check and evaluation on the overall mineral content in the water. This affords a better capability in the early detection of detrimental amounts of salt and sulphides content in the water.

    (c) Cleaner hole log formation samples. Also affords samples which are the most accurately representative of the different formations as they are drilled. For determination of depth of drilling.

    (d) No mud slurry is developed by normal air-rotary drilling operations. Based on the best geological data and opinion, it is likely that mud would plug the fine fissured water bearing zones, such as exist in the Turkey Hill formation.

2. In the submarine basalt of Turkey Hill, an air-rotary drilling rig has been recommended by:

    (a) Mr. Sceva, the former State Ground Water Geologist.

    (b) Mr. W. P. Milne, the geologist performing all Geophysical exploration work. Mr. Yarborough is aware of the problems and agrees with the drilling procedure.

NOTED
TOM EDWARDS

TFK

9-12-68

Installation and Repair Service on all makes of Pumps

Carter Drilling & Pump Service

"A well - - well drilled"

325 So. Second St.
Springfield, Oregon
Telephone [redacted]
746-1658

September 10, 1968

Oregon State Highway Department
Salem, Oregon

Attention: Robert Knapp
Subject: Prospective Well
Cabin Creek Safety Rest Area

Dear Mr. Knapp:

I wish to thank you for your time and courtesy during our visit this morning, by phone, pertaining to the prospective wells you propose to have drilled, at the Cabin Creek Safety Rest Area. However, we still wish to formally point out, we feel it is unjust to exclude the use of cable percussion drilling equipment from bidding this job, and feel we did not receive a valid reasoning as to why they were excluded.

To our knowledge cable tool equipment has long been accepted as ideal equipment, to develop water wells in low yielding formation, such as exists in the above mentioned area, for this reason we wish to point out by far the majority of drilling contractors in the State of Oregon are cable tool operators.

We would be interested in knowing if this is going to be your policy, on future well construction.

Very truly yours,

CARTER'S DRILLING & PUMP SERVICE

James I. Carter

JIC/ed
c.c. Forrest Cooper
C. T. Keasey

NOTED
TOM EDWARDS

RECEIVED
SEP 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

RECEIVED
AUG 27 1968

PROJECT: I-5-3(80)145

SECTION: CABIN CREEK SAFETY REST AREA

WORK : PROSPECTING WELLS

COUNTY : DOUGLAS

TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-3(80)145

FROM: 7171
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: AUGUST 21, 1968

DATE AUTHORIZED: -----

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ OTHER (SPECIFY).

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S AUGUST 9, 1968 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

THIS PROJECT WAS APPROVED AS A STAGE CONSTRUCTION JULY 30, 1968 FOR FUTURE WATER DEVELOPMENT IN THIS REST AREA.

NOTED
F. B. KLABOE

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

REFERRED TO Young Wenn
BY ASST. STATE HWY. ENGR.
8-27-68

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
AUGUST 21, 1968	for R. E. SIMPSON	DIVISION ENGINEER

AUG 20 1968

FOR FILM

I-5-[illegible](80)145

7/1/71

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1968

SUBJECT: Utility Status Report for
September 5, 1968 Letting

To:

Mr. L. H. Young
Office Engineer
BUILDING

The status of negotiations with utilities on the FAI and FAU projects for this letting is as follows:

1. HIGHLANDS INTERCHANGE-VISTA RIDGE TUNNEL SECTION (FAU)
Grade, Pave, Sign and Illumination

Two copies of our Staff Attorney's letter to the following utilities are enclosed.

Utility	Cost to State	Est. Completion Date
Bureau of Water Works (City of Portland)	None	Already completed
Pacific Power & Light Company	None	September 15, 1968
Portland General Electric Company	None	September 15, 1968

Plans for accomplishing the power line adjustments will be submitted in the near future. Permits will then be prepared and a certification forwarded at that time.

No delay due to utility adjustments is anticipated.

2. MURDER CREEK SECTION: Visibility warning.

No utilities involved.

3. WILLAMETTE RIVER BRIDGE SECTION: Roadside improvement

No utilities involved.

4. CABIN CREEK REST AREA: Well Drilling

No utilities involved.

I certify that to the best of my knowledge the above statements are correct in regard to the utilities for the Interstate project scheduled for contracting on the above date.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw

cc F. B. Klaboe
C. H. Maison
D. H. Moehring
C. G. Swenson
L. H. Young (5)

RECEIVED
AUG 1 9 1968
FOR FILING

I-5-3(86)115
7171

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 6, 1968

SUBJECT: Right of Way Status
Interstate Projects
September 5, 1968
Bid Opening

To: Mr. L. H. Young
Office Engineer

BUILDING

I certify that to the best of my knowledge the following statements are correct in regard to the right of way for the interstate projects scheduled for contracting on the above date.

On the following projects all rights of way, rights of access, and rights of entry are acquired and relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5. The contractor may have immediate possession.

Cabin Creek Rest Area
Pacific Highway
Douglas County
Well drilling project

Murder Creek Section
Pacific Highway
Linn County
Visibility warning signs

Willamette River Bridge Section
Lane County
Road improvement

F. B. KLABOE

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
John R. Oakes, Assistant
Right of Way Engineer

JRO:DH
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
T. W. Litchfield
W. H. Haskin
Frank Lowe
Duane Ridings
M. R. Mitchell

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

56

I-5-3(80)145

7171

Routing
Morgan
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG [illegible] 1968
CONSTRUCTION
DIVISION

August 2, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of July 29, 1968 which enclosed the plan title sheets for the following projects.

1. Crater Lake Highway-Brownsboro Section, Lake of the Woods Highway, Jackson County.
2. Willamette River Bridge Section, Eugene-Springfield Highway, Lane County.
3. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.
4. Murder Creek Signing Project, Pacific Highway, Linn County.

Except for the first project we have no comments and they are approved. The crossing of Little Butte Creek on the Lake of the Woods Highway is of some concern to us. If proper precautions are taken, as regards siltation and other pollution, there should be no problem.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:ln

8-5-68 Copies to:

F. B. Klaboe	George Wills
L. H. Young	C. T. Keasey (6)
Frank Hall (4)	R. D. Asburry (2)
T. C. Roake	

fw

RECEIVED
AUG 1 - 1968

STATES GOVERNMENT

Memorandum

I-5-3(80)145
7171

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 30, 1968

In reply refer to: 08-35.EC/710.11

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 22, 1968 letter transmitted one project for inclusion in the subject program. This Stage 2 Construction Phase project is approved effective today:

Item	Project	Location	Work
546	I-5-3(80)145	Cabin Creek Rest Area	Well drilling

This project is approved as stage construction for future water development on this rest area.

This action provides for well drilling at a total estimated cost of $17,000 of which $15,600 is reserved as Federal-aid Interstate funds.

NOTED
F. B. KLABOE

orig to Young
8-1-68

RECEIVED
JUL 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 2.5 mi. N. of N. Oakland Interchange 21 65	**ADT**	PRESENT 7,650	FUTURE 14,800 (66) (70)	YEA 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Drilling and Development of Wells 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas	
	NAME OF URBAN AREA 17-31	ROUTE NO. I-	FEDERAL-AI I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 2.5 Mi. N. of N. Oakland Interchange (Cabin Creek Rest Areas)			
5					**ROW**					
5					**CONST** (CODE) Y-022			0.0	17,000	15,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	17,000	15,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

nge 68	**ADT**	PRESENT 7,650	FUTURE 14,800 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 546 (14) (18)

						PROJECT NUMBER		I. Projects Only	
(58)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER 5-3 (80) 7	SEQ. NO. 13	POST MI. 145 (24) (26)	DESIG. 27

COUNTY NAME Douglas			CODE 019 (14) (16)	PROGRAM STAGE
ROUTE NO. I-	FEDERAL-AID I-5 (32)	STATE (36)	U.S. (37) (41)	☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Drilling of 4 or more water prospect holes, testing and developing one or two of the holes into producing wells to supply water for the Cabin Creek Rest Areas.
0.0	17,000	15,600	1,400		
0.0	17,000	15,600	1,400		
	(16) (23)	(24) (33)			

nge

REMARKS

Additional Data: Items 421, 474 and 25; Projects I-5-3(71)145, I-5-3(76)145 and LSI-5-3(1)

USCOMM DUSCOMM-DC 48908-P61

Remarks Continued:

This project is being programmed as stage construction to provide an adequate water source and supply for the Rest Areas and your approval of the work as "Stage Construction" is requested.

The final stage of work will consist of construction of pumping system, water supply lines, chlorination system, storage reservoir and power supply line. The extent of the final phase work will depend on the water output of the wells covered by this project and will be programmed as a separate project at a future date.

This procedure was discussed with and received verbal concurrence from BPR representative on July 12, 1968.

113-1108 M.P. 53.2-M.P. 55.5 Section 1968
of Steens Hwy., S.E. of Burns.
#7172 (Grading & Paving)

RECEIVED
OCT 2 - 1970

FOR FILING

113-119

7172

October 1, 1970

CBS:248

Babler Brothers
4617 S.E. Milwaukie
Portland, Oregon

Gentlemen:

Subject: OSHD Contract No. 7172

April 3, 1970, we notified the State of Oregon that we supplied guard rail posts & blocks on the above contract to Olson-Campbell, Inc., in the amount of $397.50. Our claim is filed with the Secretary of State and you were notified by the Highway Commission.

To date, we have not been paid the above amount and it appears we will not be paid by Olson-Campbell. We hope to avoid litigation, but we will proceed with our suit if no other arrangements can be made in the near future. Please advise how you wish to handle this claim by October 12, 1970.

If you need copies of invoices or other information, please let us know.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin
District Sales Manager

cc: Traveler's Indemnity Co., Hartford, Connecticut
C. A. Tomassene & Son.
Oregon State Highway Commission
Olson-Campbell, Inc.

ss

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Files

RECEIVED
MAY 5 - 1970
FOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 27, 1970

113-1108
7172

J. H. Baxter & Company
1618 S.W. 1st Avenue
Portland, Oregon 97201

4503

FILED
APR 2[illegible] 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 28 2 05 PM '70
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

This is to acknowledge receipt of your letter of April 3 advising us that Olson-Campbell, Inc., owes you $397.50 for guardrail posts and blocks. This appears to be in connection with the Babler Bros., Inc., Contract No. 7172 for grading and paving on the M.P. 53.2-M.P. 55.5 Section of the Steens Highway in Harney County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

[illegible] CARD
4-30-70
CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Co.
Babler Bros., Inc.

bc Commission
✓ Secretary of State

RECEIVED
[illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

- Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

JHBaxter

April 3, 1970

CBS:86/7172

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention Floyd Query

Subject: OSHD Contract #7172

Please consider this letter notification that J. H. Baxter & Co. supplied Guard Rail Posts & Blocks on the above contract to Olson-Campbell, Inc. The invoiced amounts were $397.50. To date, we have not been paid.

Please be advised that we look to the bonding company involved for payment if we cannot make satisfactory arrangements with Olson-Campbell.

Very truly yours,

J. H. BAXTER & CO.

C. B. Schmokel

CBS:ss

NOTED
FLOYD QUERY

RECEIVED
APR [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 16 1970
FOR FILING

113-1168

7172

April 16, 1970

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On April 14, 1970, we wrote to you concerning release of final payment on Contract No. 7172 awarded to Babler Bros., Inc., for grading and paving on M.P. 53.2-M.P. 55.5 Section of the Steens Highway in Harney County.

Final payment on this contract is $3,738.16 and the total contract amount is $214,843.49 including $1,901.08 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

H. S. Coulter
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr

RECEIVED
APR 14 1970
FOR FILING

113-1108
7172

April 14, 1970

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7172 awarded to Babler Bros., Inc., for grading and paving on the M.P. 53.2-M.P. 55.5 Section of the Steens Highway in Harney County was completed on September 15, 1969, and accepted by the Highway Commission on April 13, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 21, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

bc H. S. Coulter
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

RECEIVED
APR 14 1970
FOR FILING

113-1108

7172

April 13, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1969, on Contract No. 7172. The contract was with Babler Bros., Inc., and was for grading and paving on the M.P. 53.2-M.P. 55.5 Section of the Steens Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1970, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

113-1108
4172

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MP 52.18 to MP 55.5
WEEK ENDING: Nov. 15, 1969
SECTION PREFIX: 113-1108
HIGHWAY: Steens
COUNTY: Harney
NAME OF JOB: MP 52.18 to MP 55.5
KIND OF WORK: Grading and Paving
CONTRACTOR: Babler Bros. Inc.
CONTRACT NUMBER: 7172
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 17, 1968
DATE WORK STARTED: March 20, 1969
ESTIMATED COMPLETION DATE: Sept. 15, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 261
CALENDAR DAYS USED: 261
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 248,120.17
EXCLUSIVE OF ENGINEERING: $ 229,303.55
ENGINEERING AUTHORIZATION: $ 18,816.62
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
This week: 100.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 220,368.88
ENGINEERING COST TO DATE: $ 26,900.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: 9-15-69
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 4 %
PERCENT OF AUTHORIZATION: 142 %

Semi final was submitted to Division Nov. 13, 1969.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.3	3.3			3.3
MILES PARTIALLY COMPLETED	3.3	3.3			3.3
MILES COMPLETED	3.3	3.3			3.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,900 cy	18,340 cy			9,890 ton
TOTAL QUANTITIES CORRECTED TO DATE	30,263 cy	16,726 cy			9,961 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	30,263 cy	16,726 cy			9,961 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 17 1969
CONSTRUCTION DIVISION
BEN GIFFORD

Routing
Morgan
Decker
Bond
Walker
Peace
Swan
Glenn
Litchfield
Gallagher
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	CONTRACT WORK COMPLETED.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final extimate submitted to Div. Office Nov. 5, 1969.
Supportind data submitted to Div. Office Thursday Nov. 13, 1969.

This will be final weekly report submitted on this project.

SIGNED G R Honeywell LOCATION Ontario
for P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 20 1969
FOR FILING

FORM E-90-X (12-67)

113-1108

7172

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 17, 1969

SUBJECT: Inspection of Steens Highway
M.P. 53.2 to M.P. 55.5
Contract No. 7172

To: MEMO TO THE FILES

October 13, 1969, an inspection of the subject project was made. A previous inspection of this same project revealed that there was something to be desired in the cleanup of this project.

Since that time, the contractor has removed his equipment from this project and has also sent a small crew to pick up rocks and further clean the project which I believe completes the work in a satisfactory manner.

John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw

cc F. B. Klaboe
H. S. Coulter
P. F. Burnett

RECEIVED
OCT 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1969

FOR FILING

113-1108

7172

#3

August 25, 1969

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an increase of 63 calendar workdays on Contract No. 7172 for grading and paving between M. P. 53.2 and M. P. 55.5 on the Steens Highway in Harney County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission increased the calendar workdays by 61.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
V. E. Skoog
H. S. Coulter
P. F. Burnett

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7172 Contractor Babler Bros., Inc.

Highway Steens

Section M.P. 53.2 - M.P. 55.5

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Extension of project limits under Price Agreement No. 1 justifies an extension of 61 calendar workdays.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7172
Project designation (State-Federal)	State
Date awarded	Sept. 17, 1968
Work started	March 20, 1969
Per cent completed	43 7/23/69 (Date)
No. of Calendar Workdays Allowed	200
No. of Calendar Workdays Used	208
No. of Added Calendar Workdays Requested	61

SP*6206-734

E-320 (Rev.)--5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 263 days, within which to complete our Contract No. 7172, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Price Agreement No. 1 dated January 24, 1969 extends the project limits 1.02 miles. This request for an increase in the number of calendar workdays is made according to the specifications of this Price Agreement.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By
Lloyd Babler, President

CONSENT OF SURETY

Date July 9, 1969, 19

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Richard W. Merrill

(SEAL)

Resident Agent
Richard W. Merrill

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1969

SUBJECT: Extension of Time
M.P. 52.18 - M.P. 55.5 Section
Steens Highway
Contract No. 7172

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Babler Bros., Inc., contractor on the subject project, the attached request for 63 calendar workdays. The contractor's request is based on work added to the contract to extend the project limits by 1.02 miles.

Price Agreement No. 1 on the subject contract extended the project by 1.02 miles. A statement was made on the price agreement that if additional time was needed, a reasonable time extension could be negotiated. We do not know how the request of 63 days was derived.

The calendar workdays charges started on this project September 30, 1968. With a 3-month winter dormant period, this left 138 calendar workdays available in 1969 which expired July 16. It is reasonable to assume that the only work which might be done in 1968 would have been material production. One method of computing the extension justified is to compare the days available in 1969 (138 days) under the original time with the total length of the original job (2.29 miles). This would justify an extension of 61 calendar workdays for the 45 per cent additional length. For comparison, a Total time/money relationship would justify an extension of 83 calendar workdays.

Based on the work added to the contract, we recommend that the calendar workdays be increased by 61 which should be adequate to eliminate all anticipated liquidated damages. Liquidated damages on this contract accrue at the rate of $100 per day since July 16. The present estimated completion date for this contract is August 30, 1969.

This is a State project. A rough draft of a letter to the Highway Commission is attached. We suggest telephone approval be secured to avoid withholding damages on the next estimate.

RECEIVED
JUL 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 1 - 1969

FOR FILING

113-1108

7172

August 1, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
August 19, 1969 meeting

Babler Bros., Inc., contractor on the M.P. 53.2-M.P. 55.5 Section of the Steens Highway in Harney County, Contract No. 7172, requests an increase of 63 calendar workdays. The contractor's request is based on work added to the contract to extend it by 1.02 miles.

Your action of January 28, 1969, authorized the extension of this project by 1.02 miles and covered the increased cost. A Price Agreement was prepared to perform the work. Based on a comparison of the original time available after the fall and winter dormant season with the original contract length, the extended length of the project justifies an extension of 61 calendar workdays.

I recommend that the calendar workdays be increased by 61 which should eliminate all anticipated liquidated damages. The present estimated completion date is August 30, 1969.

This matter was verbally approved by Chairman Jackson on July 31 and will be on the agenda for your confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query V. D. Wolfe V. E. Skoog
F. B. Klaboe F. D. Morgan H. S. Coulter

DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7172 Contractor Babler Bros., Inc.

Highway Steens

Section M.P. 53.2 - M.P. 55.5

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Extension of project limits under Price Agreement No. 1 justifies an extension of 61 calendar workdays.

Recommended for Approval:

Alfred Shirley Jr.
Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

J. B. Klaboe
Assistant State Highway Engineer

Contract No. 7172

Project designation State
State-Federal

Date awarded Sept. 17, 1968

Work started March 20, 1969

Per cent completed 43 7/23/69
Date

No. of Calendar/Workdays Allowed 200

No. of Calendar/Workdays Used 208

No. of Added Calendar/Workdays Requested 61

SP*8286-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 263 days, within which to complete our Contract No. 7172, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Price Agreement No. 1 dated January 24, 1969 extends the project limits 1.02 miles. This request for an increase in the number of calendar workdays is made according to the specifications of this Price Agreement.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By
Lloyd Babler, President

CONSENT OF SURETY

Date July 9, 1969, 19

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Richard W. Merrill

(SEAL)

Resident Agent
Richard W. Merrill

FEB 25 1969

113-1108
7172

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1969

SUBJECT: Overrun of Project Authorization
M.P. 53.2 - M.P. 55.5 Section
Steens Highway
Contract No. 7172

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject project. This project for grading and paving is under contract to Babler Bros., Inc. of Portland. The original project authorization was $168,120.17. The present anticipated cost is $237,298.42, indicating an overrun of $69,178.25 or 41.1 per cent. The reason for this overrun is the extension of the project by 1.02 miles.

At their meeting of January 28, 1969, the Highway Commission approved extending this project at an estimated cost of $80,000. Although the Highway Commission approved extending the project, they did not approve the specific increase in the project authorization. This request covers the actual anticipated overrun and provides the necessary documentation for project records.

We have now received a Price Agreement covering the work involved in this extension. The actual extension of bid items and the addition of ditch excavation result in a cost increase of $60,950. Engineering and contingencies on this amount are $8,228.25 and are included in this request.

It is recommended that the project authorization be increased by $69,178.25. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
FEB 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

file retd to Morgan
2-25-69

JAB/DES:fw
Attach.
cc V. L. Gallagher

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project M.P. 53.2 - M.P. 55.5 Date January 28, 1969

Highway Steens Contract No. 7172

County Harney Kind of Work Grading & Paving Contractor Babler Bros. Inc.

	Authorized	Estimated
Contract Amount	$146,723.50	$146,723.50
Anticipated Items	1,400.00	1,400.00
Contingency (4½%)	6,665.55	81,180.05
Engineering	13,331.12	18,816.62
Credits	- -	- -
PROJECT COST	$168,120.17	$248,120.17

NET INCREASE $ 80,000.00 or 47.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(U)	P.A. No. 1, Extend Project 1.02 miles	$60,950.00	
(U)	Engineering for Anticipated Overrun	5,485.50	+ $80,000.00
(U)	Contingencies for Anticipated Overruns	13,564.50	

This project extension and funds shown were approved by the Highway Commission January 28, 1959.

Approved 2-1-69

Asst. State Hwy. Engr.

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 1-28-69

Principal reasons for overruns (Continue on reverse side): Project to be extended 1.02 miles by Price Agreement No. 1.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ P. F. Burnett
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by /s/ Alfred Shirley, Jr.
Ass't. Division Engineer

Noted by
Deputy or State Highway Engineer

RECEIVED
JAN 20 1969
FORM E-30 (12-67)

113-116
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

January 15, 1969

SUBJECT: Steens Highway Project
Contract No. 7172
Extension of

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

It is proposed to extend the subject contract on the Steens Highway by a negotiated Price Agreement from M.P. 52.18 to M.P. 53.2, a distance of 1.02 miles. This matter has been discussed with Mr. Lloyd Babler, Jr. who indicated that they would be agreeable to this extension at the same unit bid prices as used on the present contract. Mr. Babler did wish to check on the ground the type of excavation on the extension against the excavation on the present project. If more rock should be encountered in the proposed extension than on the present work, some adjustment on the "General Excavation, Unclassified" item would be necessary.

Will you please contact the contractor and go over this proposed extension with them. Submitted herewith are several sets of plans covering this extension; typical section, pipe data, estimate of quantities and cost also. Please check these quantities and prepare a Price Agreement for this work.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc F. B. Klaboe

RECEIVED
JAN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet _____ of _____ Sheets
EXTENSION OF PROJECT STA. 840+00 TO STA. 894+00

Section M.P. 53.2 to M.P. 55.5 Unit _____
Highway Steens County Harney Prefix _____
Length 1.1 mi Designer _____ Draftsman _____ Date _____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Traffic Control	All	100%		100%	(1)	$ 400.00
Clearing and Grubbing	All	100%		100%	(2) 2000/mi.	2,000.00
General Excavation	C.Y.	6,000	600	6,600	(3) .75	4,950.00
Finish Roadbed & Slopes	Mile	1.1		1.1	1,000.00	1,100.00
Trench Excavation	C.Y.	38	2	40	3.00	120.00
Ditch Excavation	C.Y.	10	1	11	(4) 2.00	22.00
Pavement Replacement	Lin. Ft.	40	4	44	20.00	880.00
Watering	M-gal.	130	15	145	5.00	725.00
3/4"-0 Material in Base	C.Y.	1,165	115	1,280	2.65	3,392.00
Stone Base	C.Y.	4,055	405	4,460	2.55	11,373.00
Asphalt in Tack Coat	Ton	3		3	100.00	300.00
Class "B" A.C. Mixture	Ton	2,817	283	3,100	9.00	27,900.00
Asphalt Cement in Mix	Ton	155	15	170	42.00	7,140.00
18-inch Culvert Pipe	Lin. Ft.	52	6	58	6.00	348.00
Guide Posts	Each	27	3	30	10.00	300.00
				TOTAL		$60,950.00

1) Approx. cost based on $1,000 bid on original project.

2) Approx. cost/mile based on $5,000 bid on original project.

3) Price bid for General Excavation does not include cost of haul.

4) Original project did not have item for Ditch Excavation.

Total $60,950.00

C

RECEIVED
JAN 14 1969

113 - 1158

7172

January 14, 1969

Oregon State Highway Commission

Gentlemen:

Last September we let a contract on the Steens Highway from M.P. 53.2 to M.P. 55.5 in Harney County to Babler Brothers Contractors. At the time this project was instigated, sufficient funds were available only for this 2.3-mile section. We now have sufficient funds to increase the length a small distance.

I therefore recommend that this project be extended another 1.02 miles. The contractor will agree to this extension for existing bid prices.

The estimated construction cost of this proposed extension is $80,000 and it is recommended that this amount be added to the current State Construction Program.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

BG:ia FBK:srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
A. F. Parson

C

RECEIVED
SEP 19 1968
FOR FILING

113-1108

7172

September 18, 1968

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7172 for $146,723.50 awarded to you by the State Highway Commission on September 17, 1968. This contract is for grading and paving on the M.P. 53.2 - M.P. 55.5 Section of the Steens Highway in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc
- Frank Morgan
- L. H. Young
- I. D. Merchant
- C. D. Matthis (SIAC)
- A. F. Parson
- P. F. Burnett

S-15-052(1) Crater Lake Hwy.-Brownsboro 1968
Sec., of Lake of the Woods Hwy.
#7173 (Grad., pav. & struct.)

(9A 3591
(9A 3632

RECEIVED
DEC 18 1970
FOR FILING

STATE COPY

FORM PR-33C (REV. 3-68)

cc: OSHD (A.E. Johnson)
Region
Wash DC

11-25-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

1a

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE **Oregon**	REGION NO. **8**
SIGNATURE	COUNTY **Jackson**	
TITLE **Construction Engineer**	PROJECT NO. **S-15-52(1)**	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY **F. V. Riedl, Area Engineer**	DATE OF INSPECTION **7-8-70**	
IN COMPANY WITH **Bill Brown, Res Engr and C. Keasey, Div. Engr.**		
CONTRACTOR'S NAME **Rogers Construction Co., Inc.**	CONTRACT AMOUNT **$ 1,891,193.50**	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Construct 8.11 miles of grading, cement-treated base and asphalt concrete pavement. **Construct 3 bridges and 3 box culverts.**	6204	8.113		3 Structures X081	0.110

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

NOTED
TOM EDWARDS

CRATER LAKE HIGHWAY - BROWNSBORO
LAKE OF THE WOODS
Grading, Paving, Structures

The westerly end of the project is at Station 96+42, which station is at the intersection of the Crater Lake Highway and the new location of the Lake of the Woods Highway about 0.3 mile southerly from Antelope Road. The easterly end of the project is at Station 530+59.57, which station is at Brownsboro. The overall length of the project is 8.22 miles.

DEC 4 - 1970
RECEIVED

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE **F. V. Riedl**		SIGNATURE G. L. Green for **R. E. Simpson**	
TITLE **Area Engineer**	DATE **11-25-70**	TITLE **Division Engineer**	DATE **11-25-70**

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The contract was awarded to Rogers Construction, Inc., P.O. Box 16537, Portland, Oregon, 97216, for a contract authorized total amount of $2,150,963.73.

The contract was scheduled to be completed within 275 calendar workdays. The work was not completed within the allotted time and he overran the time by 77 days. The State has assessed a penalty of $15,400 in liquidated damages.

The final contract amount is $2,059,555.65 for an underrum of 4.2 percent.

The statement of overruns and underruns is located in the Division office files.

The State's material certificate dated October 20, 1970, is attached to the Division office copy of this report.

Dimensional measurements taken show the specified width of 44 feet has been met throughout the project.

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1970

5-15-652(1)
7173

August 31, 1970

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $15,400 will be made to Rogers Construction, Inc., on Contract No. 7173 for grading, paving and structures on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County as soon as the warrant is prepared.

The total amound paid on this contract will be $1,994,007.79 including the post-final payment. Of the total, $19,011.82 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, Oregon 97205

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
SEP 29 1970
FOR FILING

S-15-C52(1)
7173

#3

August 25, 1970

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on August 18 considered your request for an 89-day extension of time on Contract No. 7173 on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County.

The Commission granted you an extension of 77 days to the date of completion, thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc F. D. Morgan
V. E. Skoog
C. T. Keasey
B. E. Brown

RECEIVED
AUG 3 - 1970
FOR FILING

5-15-052(1)
7173

August 3, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
August 18, 1970 meeting

Rogers Construction Company, contractor on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County, Contract No. 7173, has requested an 89-day extension of the contract time. The contractor bases his request on overrun of embankment foundation excavation, an increase in the AC paving quantities, and an increase in the length of a small bridge.

These are all valid reasons. A very significant increase in the paving work occurred when one-inch thickness of AC surfacing was added throughout the project. This increased the actual quantity by 47 1/2 percent and also required that two separate lifts of paving be constructed instead of the one lift indicated originally. The second lift paving was performed entirely after the original time allowed had elapsed and constituted the main item of work performed during the last 41 days charged.

Embankment foundation also overran over 10,000 cubic yards or approximately 139 percent at an early stage of the project. It was also necessary to increase the length of the Dry Creek Bridge by an additional span. An additional 15 feet was added in order to fulfill a right-of-way commitment to allow proper passage underneath the structure. Fencing required by late right-of-way obligations also increased the contractor's work approximately 100 percent.

There was also an additional eight-day delay in submitting the contract to the contractor for signature, in excess of the time allowed by the specifications. This was related to right-of-way clearance and is also a valid reason for extension.

The project was completed May 19, 1970, with 77 days liquidated damages accrued at the rate of $200 per day for a total of $15,400. The above reasons justify extension of the time for the entire 77 days which would delete all liquidated damages. Time extension in this amount is recommended. This is a Federal-aid Secondary project and does not require specific Bureau of Public Roads' approval.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7173 Contractor Rogers Construction, Inc.

Highway Lake of the Woods

Section Crater Lake Highway-Brownsboro

Kind of Work Grading, paving and structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend extension of 77 days for overrun in embankment foundation excavation, increase in paving quantities and fencing, delay in award of the contract and increase in length of the Dry Creek Bridge.

Recommended for Approval:

John Cayner II Asst.
Division Engineer

for
Construction Engineer or Bridge Engineer

R E Johnson
Assistant State Highway Engineer

Contract No. 7173

Project designation S-15-052(1)
State-Federal

Date awarded 10-10-68

Work started 10-22-68

Per cent completed 100% 5-29-70
Date

No. of Workdays Allowed 275

No. of Workdays Used 352

No. of Added Workdays Requested 77

B—390 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 17, 1970, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 352 days, within which to complete our Contract No. 7173, without the assessment of liquidated damages. The said contract is described as follows:

Crater Lake Highway - Brownsboro

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SHEET

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By George R. Morton
GEORGE R. MORTON

CONSENT OF SURETY

Date June 17, 19 70

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald E. Reger
Attorney-in-fact
(Donald E. Reger)

(SEAL)

GERLINGER, ARNOLD & REGER CO.
Resident Agent
BY

OREGON STATE HIGHWAY
COMMISSION

Supplement to Form E-350 (Rev.)-5M-10-57

1. Item 6 - Embankment Foundation Excavation, Unclassified

Original Quantity	7,500 cubic yards
Final Quantity	17,120 cubic yards

Charged days in which excess excavation was performed.

Year - 1969
Month & Day March 11 and 31
April 1,2,6,7,8,9,10,14,15,16,17,21, and 28.

Total - 15 days

We request an additional 25 days for delay to the project caused by this work. It is our contention that the additional quantity indicates an unstable foundation condition which was not apparent to anyone prior to commencing the project. This unstable condition created additional quantities of Item 6, which not only required more time for excavation which delayed the placing of the embankment, but also caused unforseen delays in the other work. The unstable foundation condition created problems in supporting heavy excavation equipment, which delayed the project and also caused settlement in the 18" siphon pipe Item 41, which finally had to be abandoned after agreement with the land owner involved.

2. Price Agreement No. 2 - Change Specifications to Place 2-1½" lifts of Asphaltic Concrete instead of the specified 1-2" lift.

The first lift was completed on charge day No. 298, Nov. 13, 1969. At this time with the concurrence of your representatives, it was decided to delay completion of the second lift until the following spring to allow an unobstructed roadway to be used during the winter months. Therefore, since the time required to complete 1-1½" lift is nearly the same as the time to complete 1-2" lift, we request that time charged past this date be deleted in that the time required to complete the second lift was due to this price agreement and for the convenience of the State Highway Department.

Time requested-54 days.

3. Price Agreement No. 3 - Lengthen Dry Creek Bridge No. 9774, 15 feet.

Extension of this bridge required redesign of shoring, excavation of embankment already placed and additional time to build. The exact dates cannot be pinpointed as such since the actual work on this extension was interrelated to other work, therefore, we request an extension of time of 10 days for this work.

SUMMARY:

Item	Time Requested
1.	25 days
2.	54 days
3.	10 days
	89 days

You will note that our request totals more days than required, however, this is intentional, as we believe no liquidating damages should be charged against us and wish to be overstated in case you do not agree completely with our reasoning. The material encountered on this project was very much different than we had anticipated, and this combined with the weather caused us to use more time for the construction than we had estimated.

GRM/lila

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1970

SUBJECT: Crater Lake Hwy.-Brownsboro Section
Contract No. 7173
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Rogers Construction Company requests a complete extension of the contract time for three reasons; overrun of embankment foundation excavation, increase in AC paving, and the increase in the length of the Dry Creek Bridge.

There were 10 Price Agreements and 11 Extra Work Orders on this project. Two of the contractor's reasons were covered by Price Agreements which did make significant changes. We also find that there was a delay in award on this project which exceeded the 20 days allowed by the specifications by 8 days. In accordance with the specifications and our past practices, this is a valid reason for extension for the 8 days. This delay was for clearance on right of way.

The embankment foundation excavation overran from a planned quantity of 7,550 cubic yards to an actual quantity of 18,037 cubic yards or an overrun of 139 percent. This is an early item that determines the progress on subsequent embankment construction in the areas involved. The actual work was performed over at least 30 days. An extension for half of this time, or 15 days, is recommended because of the overrun.

This project, as bid, included CTB and only one two-inch lift of AC surface. The low bid was such that funding became available to make the very desirable change of increasing the AC depth by one inch and constructing it in two lifts. This was covered by Price Agreement No. 2 and as actually performed resulted in a 47-1/2 percent increase in the AC items. The construction in two lifts proved to be very significant time-wise. The 275 calendar workdays allowed expired October 21, 1969. The job was actually completed May 19, 1970 after a winter shutdown and the significant work performed in 1970, all on penalty, was the top lift paving. The project was opened to traffic December 1, 1969 on the first lift. Under these circumstances, we believe all of the time charged in 1970, which was 41 days, should be allowed for extension.

Price Agreement No. 3 covered lengthening of the Dry Creek Bridge by an additional 15-foot span. This was to provide better crossing access underneath to fulfill a right of way commitment for adjacent property. Late right of way commitments also caused a 100 percent overrun in the fencing item (Price Agreement No. 1).

We believe Price Agreements 1 and 3 easily justify another 13 days extension which brings the total recommended to 77 calendar workdays. This would delete the 77 days of liquidated damages that have accrued at the rate of $200 per day for a total of $15,400. This was a Federal-aid Secondary project and extension does not require specific Bureau of Public Roads' approval. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1970
FOR FILING

S-15-C52(1)
7173

July 28, 1970

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut

Gentlemen:

Contract No. 7173 awarded to Rogers Construction, Inc., for grading, paving, and structures on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County, was completed May 19, 1970, and accepted by the Highway Commission on July 27, 1970.

Final payment in the amount of $93,881.67 will be released to the contractor after August 4, 1970. The total contract amount is $1,978,607.79 including $19,011.82 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, Oregon 97205

bcc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
JUL 27 1970
FOR FILING
S-15-652(1)
7173

July 27, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1970, on Contract No. 7173. The contract was with Rogers Construction, Inc., and was for grading, paving and structures on the Crater Lake-Brownsboro Section of the Lake of the Woods Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 27, 1970, and that you concur in this procedure at the Commission meeting on August 18, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
I. D. Merchant
F. D. Morgan
V. D. Wolfe
V. E. Skoog
L. H. Young
C. T. Keasey

ms sr

S-15-052(1)
7173

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Crater Lake Highway - Brownsboro
WEEK ENDING: June 20, 1970
SECTION PREFIX: 115-1041
HIGHWAY: Lake of the Woods
COUNTY: Jackson
NAME OF JOB: Crater Lake Highway - Brownsboro
KIND OF WORK: Grading, Paving, and Structures
CONTRACTOR: Rogers Construction co. Inc.
CONTRACT NUMBER: 7173
FEDERAL AID PROJECT NUMBER: S-15-052(1)
DATE OF CONTRACT: October 10, 1968
DATE WORK STARTED: October 22, 1968
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 275
WORK DAYS USED:
CALENDAR DAYS USED: 352
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 128
PROJECT AUTHORIZATION: $ 2,315,630.81
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 2,150,963.73
ENGINEERING AUTHORIZATION: $ 164,667.08
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,059,555.65
ENGINEERING COST TO DATE: $ 205,206.87
DATE PROJECT WAS COMPLETED: May 19, 1970
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.2 %
PERCENT OF AUTHORIZATION: 125 %

The Semi - Final Estimate was submitted June 18, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.22	8.22			8.22
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.22	8.22			8.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	726,600	192,097			28,205
TOTAL QUANTITIES CORRECTED TO DATE	690,000	169,000			43,205
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	690,000	169,000			43,205
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9774	9775	9776	9777	9772	9773		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Fair & Hot			
THURSDAY	Fair & Hot			
FRIDAY	Fair & Hat			
SATURDAY	Fair & Hot			

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work, project complete.
MONDAY	No work, project complete.
TUESDAY	No work, project complete.
WEDNESDAY	No work, project complete.
THURSDAY	No work, project complete.
FRIDAY	No work, project complete.
SATURDAY	No work, project complete.

REMARKS

This project was completed May 19, 1970. The Semi - Final Estimate was submitted June 18, 1970.

BEBrown

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 2 1969
FOR FILING

7173

OREGON STATE
HIGHWAY DEPARTMENT

P. O. Box 368 * Medford, Oregon * 97501 * Phone 773-4198

November 26, 1969

~~Rogers Construction Co.~~
~~P. O. Box 16537~~
~~Portland, Oregon 97216~~

Re: Crater Lake Hwy.-Brownsboro
Contract 7173

Attn: Howard McInroe

Dear Sir:

We are in receipt of your letter of November 24, 1969, requesting a shutdown order on Contract 7173. As the major share of work remaining on this contract is the placing of the top lift of asphaltic concrete paving, we would agree that it should not be placed during the present adverse weather. Therefore we are suspending work on this contract effective 12:01 A.M., November 27, 1969, until weather conditions are more suitable to resuming paving operations.

Yours truly,

BEBrown

B. E. Brown
Resident Engineer

BEB:dw
cc: F. D. Morgan
L. H. Young
C. T. Keasey

NOTED
F.B. KLABER

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DEC 1 1969
OFFICE
STATE HIGHWAY ENGINEER

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RECEIVED
DEC 1 1969
CONSTRUCTION
DIVISION

12/1/69
Copy to Klaber
per Mr Morgan
FW

COPY

Mr. B.E. Brown
Resident Engineer
Oregon State Highway Department
P.O. Box 368
Medford, Oregon 97501

November 24, 1969

Dear Sir:

Due to adverse and unsettled weather conditions, it is the object of this letter to inform you that we wish to cease operations, Particularly asphaltic paving on this project, OSHD contract #7173, as of this date.

I would at this time request that a shut down order be issued to us. I also request that the penalty being assessed to this project be terminated until a start-up order is received from you when weather permits continuation of the project.

Thank you very much.

Yours truly,

Howard McInroe
Superintendent

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-1	F M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]	COUNTY Jackson PROJECT NO. S-15-052(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crater Lake Hwy.-Brownsboro Section of Lake of the Woods Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-14-68	8.223
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 2,271,599	Pro Rata 63.55 FEDERAL FUNDS $ 1,443,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 22 OCT 1968

Oregon State Highway Department

Federal-Aid
Project No. S-15-052(1)

CRATER LAKE HWY.-LAKECREEK SECTION OF
LAKE OF THE WOODS HIGHWAY IN JACKSON COUNTY

Project Agreement estimate

Salem, Oregon, October 14, 1968

Type Code 62A
Roadway (Sta. 95+42 to Sta. 14+15.57)(Cont. No. 7111)

Furnish Field Laboratory Building	1 only	$1,000.00	$ 1,000.00
Temporary Protection & Direction of Traffic	All Required		2,500.00
Clearing and Grubbing	All Required		35,000.00
Ditch Excavation, Unclassified	3,880 cu.yd.	2.90	11,252.00
General Excavation, Unclassified	726,600 cu.yd.	0.58	421,428.00
Embankment Foundation Excavation, Unclassified	7,550 cu.yd.	1.10	8,305.00
Toe Trench Excavation, Unclassified	460 cu.yd.	0.95	437.00
Overhaul	33,400 C-yd.sta.	0.30	10,020.00
Special Borrow Excavation, Unclassified	42,800 cu.yd.	0.44	18,832.00
Finishing Roadbed and Slopes	8.11 miles	600.00	4,866.00
Rounding Cutbanks	13,000 lin.ft.	0.20	2,600.00
Trench Excavation	3,640 cu.yd.	3.00	10,920.00
Special Backfill in Drains	640 cu.yd.	7.00	4,480.00
Watering	6,400 M-gal.	3.00	19,200.00
Stabilization of Roadway	2,450 sq.yd.	0.50	1,225.00
3/4"-0 Material in Base	3,280 ton	1.75	5,740.00
Cement Treated Base Mixture	208,000 ton	1.50	312,000.00
Portland Cement in CTB Mixture	9,360 ton	20.00	187,200.00
RS-1 Asphalt in Seal	210 ton	60.00	12,600.00
Class B Asphalt Concrete Mixture	30,000 ton	4.50	135,000.00
Asphalt Cement in Mixture	1,620 ton	36.00	58,320.00
Detour Surfacing	1,300 lin.ft.	4.00	5,200.00
12-inch Reinforced Concrete Bridge End Panels	650 sq.yd.	22.00	14,300.00
Class A Concrete in Box Culverts and Walls	470 cu.yd.	78.00	36,660.00
Reinforcement in Box Culverts and Walls	80,000 lb.	0.12	9,600.00
Reinforced Ditch Lining	970 sq.yd.	16.00	15,520.00
12-inch Paved Culvert End Slopes	2 only	90.00	180.00
18-inch Paved Culvert End Slopes	8 only	200.00	1,600.00
24-inch Paved Culvert End Slopes	12 only	120.00	1,440.00
36-inch Paved Culvert End Slopes	2 only	200.00	400.00

Loose Riprap	2 940 cu.yd.	$ 4.00	$ 11 760.00
9'-9" x 6'-7" Structural Plate Pipe Arch 10 Gage	120 lin.ft.	75.00	9.000.00
12-inch Culvert Pipe	1 020 lin.ft.	3.40	3,468.00
15-inch Culvert Pipe	190 lin.ft.	4.10	779.00
18-inch Culvert Pipe	1 650 lin.ft.	5.00	8 250.00
24-inch Culvert Pipe	1 220 lin.ft.	7.00	8 540.00
30-inch Culvert Pipe	80 lin.ft.	9.00	720.00
36-inch Culvert Pipe	860 lin.ft.	11.00	9 460.00
60-inch Culvert Pipe	190 lin.ft.	26.00	4,940.00
12-inch Siphon Pipe	190 lin.ft.	4.00	760.00
18-inch Siphon Pipe	400 lin.ft.	5.00	2 000.00
6-inch Drain Pipe	730 lin.ft.	1.50	1 095.00
8-inch Drain Pipe	2 120 lin.ft.	2.50	5 300.00
12-inch Drain Pipe	2 460 lin.ft.	3.50	8 610.00
12-inch Irrigation Pipe	130 lin.ft.	3.00	390.00
18-inch Irrigation Pipe	1 960 lin.ft.	4.25	8 330.00
Backfilling Abandoned Culvert	All Required		1 600.00
Concrete Inlets Type D	4 only	200.00	800.00
Concrete Inlets Type G-2	2 only	200.00	400.00
Concrete Inlets Type G-2MA	4 only	250.00	1 000.00
Concrete Siphon Boxes	6 only	500.00	3 000.00
Extra for AC Concrete Approaches	45 only	35.00	1 575.00
Guide Posts W-1	240 only	8.40	2 016.00
Guide Posts Y-1	130 only	8.40	1 092.00
Type 1 Guard Rail	150 lin.ft.	2.90	435.00
Type 2 Guard Rail	11 900 lin.ft.	3.15	37 485.00
Type 2A Guard Rail	1 950 lin.ft.	4.45	8 677.50
Guard Rail Anchors	22 only	250.00	5 500.00
Type 2 Fence	1 980 rod	12.60	24 948.00
16' Type 2 Single Gate	12 only	158.00	1 896.00
Roadside Seeding	54 only	95.00	5 130.00
Roadside Mulching	54 only	95.00	5 130.00
Grass Seed Mixture	1 620 lb.	1.15	1 863.00
Inorganic Fertilizer, 22-16-8	216 cwt.	6.00	1 296.00
			$1,535 368.50
Flagging (60% of Contractor's Cost)	All Required		$ 7 500.00
Subgrade Treatment	All Required		25,000.00
Signing	All Required		9,000.00
Slide Correction	All Required		50,000.00
Work by P.P. & L. Co.	All Required		85 915.35
			$ 177 415.35
	Subtotal		$1,712 783.85
	*10% Engr. & Cont.		170 278.15
	Total		$1,883 062.00

*Reduced in accordance Par 5C PPM 30-6 (Project field offices)

Type Code X001
Dry Creek Bridge #9774 (Sta. 271+00 to Sta. 273+12)(Cont. No. 7171)

Shoring, Cribbing, etc.	All Required(54%)		$ 9,720.00
Structural Excavation	660 cu.yd.	$ 3.00	1,980.00
Structural Excavation below Elevation Shown	60 cu.yd.	15.00	900.00
Furnish 10 BP 42 Steel Piling	420 lin.ft.	5.50	2,310.00
Drive Steel Piles	14 only	80.00	1,120.00
Splice Steel Piles	2 only	35.00	70.00
Class A Concrete (583 cu.yd.)	All Required(34%)		44,200.00
45'/50' Type 3 Prestressed Beams	10 only	1,200.00	12,000.00
60'/65' Type 2 Prestressed Beams	5 only	1,600.00	8,000.00
Reinforcement (119,200 lb.)	All Required(21%)		14,560.00
Three Tube Steel Railing	300 lin.ft.	20.00	6,000.00
			$100,860.00

Type Code X001
Antelope Creek Bridge #9775 (Sta. 359+35 to Sta. 360+45)(Cont. No. 7171)

Shoring, Cribbing, etc.	All Required(9%)		$ 1,620.00
Structural Excavation	210 cu.yd.	$ 3.00	630.00
Structural Excavation Elevation Shown	20 cu.yd.	15.00	300.00
Furnish 10 BP 42 Steel Piling	600 lin.ft.	5.50	3,300.00
Drive Steel Piles	24 only	80.00	1,920.00
Splice Steel Piles	3 only	35.00	105.00
Class A Concrete (197 cu.yd.)	All Required(12%)		15,600.00
110'/115' Type 4 Prestressed Beam	8 only	3,200.00	25,600.00
Reinforcement (39,300 lb.)	All Required(9%)		4,680.00
Three Tube Steel Railing	220 lin.ft.	20.00	4,400.00
			$ 58,155.00

Type Code X002
Little Butte Creek Bridge #9777 (Sta. 504+24 to Sta. 507+45)(Cont. No. 7171)

Shoring, Cribbing, etc.	All Required(37%)		$ 6,660.00
Structural Excavation	1,300 cu.yd.	$ 3.00	3,900.00
Structural Excavation below Elevation Shown	120 cu.yd.	15.00	1,800.00
Furnish 10 BP 42 Steel Piling	800 lin.ft.	5.50	4,400.00
Drive Steel Piles	16 only	80.00	1,280.00
Splice Steel Piles	2 only	35.00	70.00
Class A Concrete(910 cu.yd.)	All Required(54%)		70,200.00

90'/95' Type 5 Prestressed Beams	1 only	$3 000.00	$ 3,000.00
95'/100' Type 5 Prestressed Beams	1 only	3 000.00	3,000.00
100'/105' Type 5 Prestressed Beams	7 only	3 200.00	22 400.00
105'/110' Type 5 Prestressed Beams	1 only	3 400.00	3 400.00
110'/115' Type 5 Prestressed Beams	7 only	3 500.00	24 500.00
115'/120' Type 5 Prestressed Beams	1 only	3 600.00	3 600.00
Reinforcement (273 000 lb.)	All Required (12¢)		32 760.00
Three Tube Steel Railing	642 Lin.Ft.	20.00	12 840.00
Salvage Existing Little Butte Creek Bridge	All Required		1,000.00
			$196,810.00
	Subtotal		$355,825.00
	10% Engr. & Cont.		35 582.00
	Total		$391,407.00
Salvage Credit for Little Butte Creek Bridge	All Required		(2 070.00)
Credit for Haul of Material to Maint. Side	All Required		(800.00)
			$388,537.00

Length of Roadway 8.113
Length of Structures 0.110

Total 8.223

Cost of Roadway per mile . . . $ 232 105.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1 883 062.00	$1,196,100.00	$686,962.00
Structures	388 537.00	246 900.00	141 637.00
Total	$2 271 599.00	$1,443 000.00	$828,599.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 527 Laws 1939.
State Funds for Maint.: Chap. 529 Laws 1939.

CRATER LAKE HWY.-BROWNSBORO SECTION

PROJECT NO. S-15-052(1)

NONPARTICIPATING-STATE WORK

Adjust Mail Boxes	All Required	$ 45.00
United Telephone Co.	All Required	2,000.00
Eagle Point Irrigation Dist.	All Required	600.00
City of Medford Water	All Required	4,000.00
		$6,645.00

CRATER LAKE-[illegible] SECTION

PROJECT NO. S-15-052(1)

UTILITY WORK (PARTICIPATING)

Pacific Power and Light Co.

Distribution Facilities	$ 9,047.00
Transmission Line #19	1,511.84
Transmission Line #40	32,085.03
Transmission Line #54	43,271.48
	$85,815.35

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

S-15-052(1)

October 17, 1968

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

RE: Anchor Pole Easements
Crater Lake Highway-Brownsboro Section
Lake of the Woods Highway
Jackson County

ATTENTION: Mr. R. H. Sallee

Gentlemen:

Enclosed you will find two copies each of two anchor pole easements which the State will acquire for Pacific Power and Light Company on the above subject project.

The easements are being submitted for your approval as to form. Upon receipt of your approval, the State will proceed with the acquisition of the easements.

Your earliest attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By Julius [illegible]
for T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
Enc.
bc: F. B. Klaboe
E. F. Saling

RECEIVED
OCT 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 - 1968
FOR FILING

5-15-052(1)
7173

Bid Sept 12

October 10, 1968

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

AGENDA
NOV 12 1968
3 f

Gentlemen:

The State Highway Commission on September 17 accepted your proposal for grading, paving and structures on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County for the sum of $1,891,193.50 and referred it to the State Highway Engineer with authority to award the contract as soon as right of way was acquired.

This condition has now been fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7173. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 22, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachments

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland
Carroll T. Keasey
Bill Brown
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
1968

S-15-052(1)

1173

4J

October 3, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3632

10-1-68

Rogue Valley Irrigation District
3139 Merriman Road
Medford, Oregon 97501

Attention: Mr. Glover J. Pendleton

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering adjustment and maintenance of your facilities which conflict with construction of Crater Lake Highway-Brownsboro Section of Lake of the Woods Highway in Jackson County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Attachment

cc G. T. Kenney
Frank Morgan
 Attn: T. W. Litchfield
Bill E. Brown
R. L. Lennert
J. E. Holcomb
(all above rec'd conformed copies)

RECEIVED
SEP 20 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

S-15-652(1)
7173

September 23, 1968

Pacific Power & Light Company
920 S. W. 6th
Portland, Oregon 97204

Re: Power (Distribution) Adjustment
Crater Lake Highway-Brownsboro
Lake of the Woods Highway
Jackson County

Attention: R. H. Sallee

Gentlemen:

With reference to my letter of June 11, 1968, in which certain utility conflicts were set forth, please be advised that the pole 90 feet northerly of Station L^3 517+70 should be deleted from the list of conflicts and the pole 140 feet easterly of L^3 509+00 qualifies as reimbursable. Therefore, the movement of all ten of your poles is fully reimbursable. All other provisions of my letter of June 11, 1968 remain in full force and effect.

Very truly yours,

G. E. ROHDE
Chief Counsel

By'

JACK L. SOLLIS
Utilities & Railroad
Attorney

NOTED
F. B. KLABOE

JLS:lf

cc: F. B. Klaboe
F. D. Morgan
T. W. Litchfield (4)
Bill E. Brown
John E. Holcomb
G. W. Ross
C. H. Maison
C. T. Keasey

RECEIVED
SEP 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1968

5-15-65-9(1)

7173

September 20, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 1 meeting will be an agreement between the Oregon State Highway Commission and the Rogue River Valley Irrigation District covering the adjustment and maintenance of the District's facilities which conflict with the construction of the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County.

The agreement provides for the State to install five pipe crossings, construct three reinforced-concrete box culverts, construct a road connection, reconstruct 1,000 feet of ditch rider road, construct seven road approaches, and install eight metal gates for the District.

The State shall restore disturbed irrigation ditches and perform structural maintenance on all pipe and culvert crossings constructed by the State. The District shall perform structural maintenance on its facilities outside the inlets and outlets of pipes and culverts constructed by the State. The District shall also perform all operational maintenance of pipes and culverts except for the box culvert at Station 437+75.

The State shall accept operational maintenance of the box culvert at Station 437+75. This maintenance was accepted because the culvert carries drainage and storm overflow, not normal irrigation water.

The cost of adjusting the District's facilities, performed as part of the State's contract, is estimated to be $67,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
(Attention: T. W. Litchfield)
C. H. Maison
E. S. Hunter
C. T. Keasey

JMC:fw fn

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 20 1968

September 19, 1968

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

RE: Adjustment of Power Distribution Facilities
Crater Lake Hwy.-Brownsboro Section
Lake of the Woods Highway
Jackson County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 22, 1968 and amended by your letter of September 9, 1968 have been approved by the State. This will confirm our verbal authorization to proceed with the work as of August 29, 1968.

Please contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, Oregon 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 29, 1968 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
bc: F. B. Klaboe
L. H. Young (2) (w/attach.)
C. H. Maison "
C. T. Keasy (w/2 attach.)
Bill E. Brown (w/attach)
R. L. Lammert "
J. E. Holcomb "

NOTE TO DIVISION ENGINEER KEASEY: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with State Force Order. This reimbursable work will have Federal-aid participation.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 20 1968

15-05 2(1)

717

September 19, 1968

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

RE: Adjustment of Power Transmission Facilities
Crater Lake Hwy.-Brownsboro Section
Lake of the Woods Highway
Jackson County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 10, 1968, have been approved by the State. You are hereby authorized to proceed with the work as of September 19, 1968.

Please contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, Oregon 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to September 19, 1968 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
bc: F. B. Klaboe
L. H. Young (2) (w/attach)
C. H. Maison "
C. T. Keasey (w/2 attach).
Bill E. Brown (w/attach)
R. L. Lammert "
J. E. Holcomb "

NOTE TO DIVISION ENGINEER KEASEY: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with State Force Order. This reimbursable work will have Federal-aid participation.

RECEIVED
SEP 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1968
FOR FILING
5-25-052(1)
7173

September 5, 1968

NOA
8-20-68

MISC. CONTRACTS and
AGREEMENTS No. 3591

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention: Mr. Robert J. Carstensen
County Engineer

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement pertaining to construction of the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. H. S. Cox
(agreement attached)

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1968

Medford Irrigation District
1340 Meyers Lane
Medford, Oregon 97501

Re: Irrigation Facilities Adjustment
Crater Lake Highway-
Brownsboro Section
Lake of the Woods Highway
Jackson County

ATTENTION: Mr. Fred A. Zimmerman

Gentlemen:

Reference is made to your conversation with Mr. John E. Holcomb, Field Utilities Liaison Engineer, on August 30, 1968. You discussed the proposed adjustment, by the State, of facilities owned by the Medford Irrigation District in conflict with the above-captioned project. These are shown on the plans attached hereto, marked Exhibit "A", and by this reference made a part hereof.

The State shall relocate a portion of the District's access road from an approach on the southerly side of the highway at HighwayStation 434+00 southeasterly to a point of intersection with the existing road as shown in red on Exhibit "A".

The State shall construct and maintain a double six (6) foot wide by three (3) foot high reinforced concrete box culvert, including inlet and outlet ditches, at Highway Station 457+75, as shown in green on Exhibit "A". This will accommodate drainage and release of a possible two-hundred (200) cfs from the ditch, located southerly of this point, jointly used by the Rogue River Valley Irrigation District and the Medford Irrigation District.

The District shall make such arrangements necessary with Rogue River Valley Irrigation District for the joint use of and maintenance of the relocated access road to be constructed by the State as described above and shown in red on Exhibit "A".

The District agrees to quitclaim to the State that portion of their access road easement within the highway right of way between Highway Stations 445+00 and 446+50 as shown in blue on Exhibit "A".

If the terms as set forth above are satisfactory, please have the appropriate District officials sign the original copy of this letter agreement and return it to this office. The duplicate copy is for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T.W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

The above terms are acceptable to the Medford Irrigation District.

By Floyd H. Baker
By Albert Owens
By J. Cameron
Date 9/9/68

FORM [illegible]123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
SEP 9 - 1968
[illegible] FILING

S-15-05-2(1)

9.173

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1968

Medford Water Commission
City of Medford
City Hall
Medford, Oregon 97501

RE: Water Line Adjustment
Crater Lake Hwy.-Brownsboro Section
Lake of the Woods Highway
Jackson County

ATTENTION: Mr. Robert L. Lee,
Manager

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 27, 1968, have been approved by the State. You are hereby authorized to proceed with the work as of September 3, 1968.

Please contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to September 3, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
bc: F. B. Klaboe
L. H. Young (2) (w/attach)
C. H. Maison "
C. T. Kersey (2) "
Bill E. Brown "
John L. Gunter "
J. E. Holcomb "

RECEIVED
SEP 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

~~THADDEUS B. BRUNO, MEMBER~~
PORTLAND

RECEIVED
SEP 5 - 1968

5-15-05 [illegible]
7173

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1968

Medford Irrigation District
1340 Meyers Lane
Medford, Oregon 97501

ATTENTION: Mr. Fred A. Zimmerman

Re: Irrigation Facilities Adjustment
Crater Lake Highway-
Brownsboro Section
Lake of the Woods Highway
Jackson County

Gentlemen:

Reference is made to your conversation with Mr. John E. Holcomb, Field Utilities Liaison Engineer, on August 30, 1968. You discussed the proposed adjustment, by the State, of facilities owned by the Medford Irrigation District in conflict with the above-captioned project. These are shown on the plans attached hereto, marked Exhibit "A", and by this reference made a part hereof.

The State shall relocate a portion of the District's access road from an approach on the southerly side of the highway at HighwayStation 434+00 southeasterly to a point of intersection with the existing road as shown in red on Exhibit "A".

The State shall construct and maintain a double six (6) foot wide by three (3) foot high reinforced concrete box culvert, including inlet and outlet ditches, at Highway Station 457+75, as shown in green on Exhibit "A". This will accommodate drainage and release of a possible two-hundred (200) cfs from the ditch, located southerly of this point, jointly used by the Rogue River Valley Irrigation District and the Medford Irrigation District.

The District shall make such arrangements necessary with Rogue River Valley Irrigation District for the joint use of and maintenance of the relocated access road to be constructed by the State as described above and shown in red on Exhibit "A".

The District agrees to quitclaim to the State that portion of their access road easement within the highway right of way between Highway Stations 445+00 and 446+50 as shown in blue on Exhibit "A".

If the terms as set forth above are satisfactory, please have the appropriate District officials sign the original copy of this letter agreement and return it to this office. The duplicate copy is for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

The above terms are acceptable to the Medford Irrigation District.

By______________________________

By______________________________

By______________________________

Date______________________________

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. T. Keasey
Bill E. Brown
John E. Holcomb

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 30 1968
FILING

S-15-05-3
9173

August 28, 1968

United Telephone Company of the Northwest
2650 Avenue "G"
White City, Oregon 97501

RE: Adjustment of Telephone Facilities
Crater Lake Hwy.-Brownsboro Section
Lake of the Woods Highway
Jackson County

ATTENTION: Mr. Marvin Slavens

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August, 1968, have been approved by the State. You are hereby authorized to proceed with the work as of August 28, 1968.

Please contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, Oregon 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 28, 1968, in the amount of $2,179.83, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
bc: F. B. Klaboe
L. H. Young (2) (w/attach).
C. H. Maison "
C. T. Keasey (2) "
Bill E. Brown "
John L. Gunter "
John E. Holcomb "

NOTE: To Division Engineer C. T. Keasey:
Please have a State Force Order prepared and submitted for this work. Return one copy of the estimate and sketch with the State Force Order. This reimbursable work will be non-participating.

RECEIVED
SEP 26 1968
FOR FILING

S-15-052(1)

7173

4g

August 22, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3591

[illegible] 4g
Aug [illegible]

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention: E. M. Madden
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway agreement pertaining to the construction of the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc H. S. Cox
(conformed agreement)

August 19, 1968

CRATER LAKE HIGHWAY-BROWNSBORO SECTION
LAKE OF THE WOODS HIGHWAY
JACKSON COUNTY

ESTIMATE FOR DAM RELOCATION - HOOVER POND #3

Item	Unit	Net	10%	Gross	Price	Amount
Clearing and Grubbing	Acre	1	0.1	1.1	$200.00	$220.00
General Excavation	Cu. Yd.	796	80	876	0.58	510.00
Special Borrow	Cu. Yd.	1,171	117	1,288	0.80	1,030.00
Compacting Special Borrow	Cu. Yd.	1,171	117	1,288	0.10	130.00
Seeding	Acre	1	0.1	1.1	100.00	110.00
Fertilizing	Acre	1	0.1	1.1	32.00	40.00
						$2,040.00
	Plus 12-1/2% Engineering and Contingencies					260.00
						$2,300.00

All amounts shown to the nearest $10.00.

AUG 15 1968

FOR FILM.

S-15-153(1)

2173

August 14, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 20 meeting will be a throughway agreement with Jackson County pertaining to the construction of the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway, State Secondary Highway No. 270.

This agreement provides for construction and maintenance of the project by the State, and covers right-of-way acquisition, grading, base, paving, and structures. Further provisions are made for the closure of certain roads and relocation of utility facilities.

The project is tentatively scheduled for the September 5 bid letting and is estimated to cost approximately $2,600,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

MCH:eb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
C. T. Keasey
C. H. Maison
L. H. Young
D. H. Moehring
T. W. Litchfield

S-15-052(1) 8-14-68

RECEIVED AUG 22 1968

FOR FILING

7/1/5

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8/14/68

BY (Signature): L. H. Young

TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU XX FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 997 THRU 999

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
997	S-321(4)	0.01	32,000	19,200	Arnold Rd. (COI) Br.	1 structure
998	S-15-052(1)*	8.22	2,600,000	1,638,000	Crater Lake Hwy Brownsboro Sec.	Gr., Pave., - 3 structures
999	S-554(2)	0.02	55,000	33,000	Hermiston-Meadow Valley Interchange Sec.	3 structures
			$2,687,000	$1,690,200		

Item 997 is classified as "Safety" project.

Young

* IEM code:
15-05(201)

REMARKS (Division) Item 998: System revision was approved August 12, 1968

Item 999: It is understood that arrangements will be made with or without Federal-funds to adequately protect the railroad crossing located near the southern terminus of the project in accordance with PPM 21-10. Failure to provide protection within a reasonable time could be cause for withdrawing Federal participation in this project.

You are authorized to proceed with all actions including utility work necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8/14/68	For R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15366-F

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 19 1968

15-05-2(1)
7173

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 8, 1968

Eagle Point Irrigation District
Star Route, Box 157
Eagle Point, Oregon 97524

ATTENTION: Mr. C. J. Kelley
Secretary-Manager

RE: Irrigation Ditch Adjustment
Crater Lake Hwy.-Brownsboro Section
Lake of the Woods Highway
Jackson County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted by Mr. Kelley through Mr. Bill E. Brown's office in July, 1968, have been approved by the State. You are hereby authorized to proceed with the work as of August 8, 1968.

Please contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 8, 1968, in the amount of $531.41, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
bc: F. B. Klaboe
~~R. E. Simpson~~
L. H. Young (2) -w/attach.
C. H. Maison "
C. T. Keasey (2) "
Bill E. Brown "
R. L. Lammert "
J. E. Holcomb "

NOTE TO DIVISION ENGINEER C. T. KEASEY:
Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with State Force Order.

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOHN W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

AUG 19 1968

7173

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
1968
CONSTRUCTION DIVISION

August 2, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of July 29, 1968 which enclosed the plan title sheets for the following projects.

1. Crater Lake Highway-Brownsboro Section, Lake of the Woods Highway, Jackson County.
2. Willamette River Bridge Section, Eugene-Springfield Highway, Lane County.
3. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.
4. Murder Creek Signing Project, Pacific Highway, Linn County.

Except for the first project we have no comments and they are approved. The crossing of Little Butte Creek on the Lake of the Woods Highway is of some concern to us. If proper precautions are taken, as regards siltation and other pollution, there should be no problem.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Operations

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:ln

8-5-68 Copies to:

F. B. Klaboe	George Wills
L. H. Young	C. T. Keasey (6)
Frank Hall (4)	R. D. Asburry (2)
T. C. Roake	fw

RECEIVED
AUG 5 1968

FOR FILING

5-15-6530(1)
7173

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1968

SUBJECT: Crater Lake Highway-Brownsboro Section
Lake of the Woods Highway
Jackson County

To:

Mr. George E. Rohde
Chief Counsel
Building

Attention: Mr. John R. Oakes

Frank North's Supplemental Liaison Report of July 12, 1968 has been reviewed and this office concurs with the recommendation to attempt to purchase both properties in question.

Since neither parcel appears to be required for right of way as such the power of eminent domain may not apply, however, documented negotiation with the owners of these two parcels should be undertaken as soon as reasonable.

Please take appropriate action.

F.D. Morgan
F.D. Morgan
Construction Engineer

NOTED
R. L. PORTER

GCW:jp

cc: R.L. Porter
C.T. Kessey
P.L. Carstensen

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-122
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 19 1968
Engineering

RECEIVED
7173
CONSTRUCTION
DIVISION

JUL 31 1968
RECEIVED
FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor
_Licenses
_Fish Culture
_Research
✓Engineering
_Water Res.
_Info-Ed.
_Surname
Burt B

July 29, 1968

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is a plan title sheet on a project scheduled for contract letting on September 5, 1968. Would you please give this your special attention and recommendations as soon as possible.

Crater Lake Highway-Brownsboro Section
Lake of the Woods Highway
Jackson County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

8-15-68 Copies to:
F.B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
George Wills
C. T. Keasey (2)
fw

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

F. B. KLABOE

S.N.R. 8-9-68

Enc.

Dear Mr. Barbee

We will concur with the comments of the Oregon Game Commission on this reach of stream.

Thank you

BURT CARNEGIE
Hydraulic Engr.

cc: OGC

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PE

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 140 6.8 Mi. N. of Medford NE 8.2 Mi. 21 65	**ADT**	PRESENT 1,750	FUTURE 3,600 (66) (70)	YEAR 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. High-Type Pave., 3 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Jacks	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 288

ESTIMATED PROJECT C

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 140 6.8 Mi. N. of Medford NE 8.2 Mi. (Crater Lake Hwy.- Brownsboro Section)			
5					**ROW**					
5					**CONST** (CODE)			8.22	2,600,000	1,638,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	8.22	2,600,000	1,638,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	1,750	3,600	88	08	Oregon	35	022	998

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S-	15-052(1)			

COUNTY NAME	Jackson	CODE	029	
ROUTE NO. S	FEDERAL-AID 288	STATE 270	U.S.	

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2-12' lanes high-type pave. with 10' shoulders, 3 RCDG bridges, length 583', HC 48'.
8.22	2,600,000	1,638,000	962,000		ROW - 130' normal; Access Control - partial; Parking Restrictions - none; Utility - adj. req. incl. prep. work.
8.22	2,600,000	1,638,000	962,000		

REMARKS Relocation Assistance in accordance with PPM 80-5 complied with.

USCOMM DUSCOMM-DC 48905-P61

CRATER LAKE HIGHWAY-BROWNSBORO SECTION

PROJECT S-15-052(1)

Existing Facilities

Located Line

Adjacent Section

West End: Crater Lake Highway Ore. 62

East End: Project S-239(10)

Project Data

Grade and drain two 12' lanes high-type pavement with 10' shoulders, three RCDG bridges (Dry Creek 152', Antelope Creek 110' and Little Butte Creek 321' all H.C. 48') on new location.

Railroad, Airports, Water Development - None involved.

System Action - Minor system revision required and is being processed.

Public Hearing - Hearing held February 17, 1966 and transcript forwarded BPR by Mr. Cox's letter of March 7, 1966. The Highway Department has considered the economic effects of the location in the light of matters presented at the hearing.

FORM 2-30 (12-67)

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1968

SUBJECT: Little Butte Creek Bridge
Crater Lake Highway-Brownsboro Section
Lake of the Woods Highway
Jackson County

To:

MEMO TO THE FILES

Flooding that occurred in December, 1964 was extensive in the area of this bridge which is located a few hundred feet southerly from the Brownsboro intersection. A flood study made immediately after the flood by field personnel of the State Highway Department is incorporated in the hydraulic and hydrologic study of the site submitted by Mr. Purdy, Location Engineer.

Flood waters which reached the Butte Creek channel downstream from the existing bridge originated from three sources: (1) directly from the main Butte Creek channel, (2) from an extensive overflow area between the bridge and Brownsboro, and (3) an overflow from Schoolhouse Creek. It might be mentioned that about 4,000 feet upstream from the existing county bridge, Schoolhouse Creek discharges into Little Butte Creek not too far from the highway--the proximity of Butte Creek contributes to the overflowing problem that Schoolhouse Creek exhibits. The old bridge over Schoolhouse Creek was too small to handle the runoff and a considerable volume found its way westerly along the north side of the highway to a point about 1000 feet east of the Brownsboro store, where it joined up with flood waters of Little Butte Creek which were flooding the highway from this point westerly. Somewhere in the vicinity of Schoolhouse Creek, Little Butte Creek left its banks on the northerly side and flooded the area between the creek and the highway, and crossed the highway as mentioned above. The store at Brownsboro had about two feet of water around it (it is not known if any water damage occurred within the store), and the county road from the store to the existing county bridge had waters of depths ranging from two to four feet flowing over the full distance to the bridge--about 1,000 feet as the crow flies.

The waters from Schoolhouse Creek and from Little Butte Creek crossed back over the highway westerly of the store inundating the highway a distance of about 1,000 feet and joined the remaining waters below the bridge. From flood information received, it is estimated that 15,000 cfs passed through the existing structure on the county road, and that another 14,000 cfs passed over the county road between the bridge and the store. Not enough information is available to make an estimate of the waters which entered back across the highway westerly of the store. It is reasonable to assume that we must consider a minimum of 30,000 cfs passing through this area during the flood.

Our new highway alignment and grade will prevent most of the flood waters from crossing the highway easterly of the store and will effectively block all the waters crossing the county road south of the store, thus forcing all the runoff to pass through the new structure, with the exception of perhaps some of Schoolhouse Creek depending on circumstances. This indicates that the new structure must pass a volume of water of about 30,000 cfs during a comparable flood. Two facts must be brought out at this point: (1) the structure as proposed is not long enough to pass this volume without a theoretical backwater effect near the bridge of about 4-1/2 feet in elevation unless some channel work is done, and (2) if the existing county bridge is not removed, and the channel work extended through this point, the flood waters could possibly top this existing structure and take it out anyway (the 1964 flood reached the bottom of the stringers and an increase of depth of water of 4+ feet would top the bridge). With reference to (1) above, if the channel work is not done, our present opening under the new structure to the elevation of the 1964 flood is smaller than exists under the county bridge. Lengthening the bridge would not be the answer since the east end of the bridge would have to be extended over the flood plain which is at elevation 1420+ (flood elevation 1423.7). Since the water ran over the county road at a depth of two to four feet, this could mean, in the extreme, a bridge at least 1,000 feet longer. I suggest the north fill slope be extended down to an elevation of 1410 which would create a channel of bottom width of 100 feet through the structure. Drill logs indicate that the top of the underlying stratum of volcanic agglomerate is about this same elevation so there should be no scour occurring around the bent footings. Extending the channel work upstream and downstream as shown in the accompanying sketch would enable our structure to carry the water with about one (1) foot of immediate backwater effect.

The house belonging to a Mr. Tant, opposite L3 Station 513 has had water inside the house several times during severe flood conditions on Little Butte Creek. The floods of 1962 and 1964 left water marks in the house--

the only visible mark being 18 inches above the floor which apparently was associated with the 1964 flood. Although the projected backwater effect with the proposed channel change would have very little, if any, effect on this house, the house would probably have more water in it since all the water that passed over the county road and the highway would now be trapped and funneled through the property in order to reach our structure.

To construct an overflow structure between Little Butte Creek and Brownsboro of a size sufficient to handle the approximate 15,000 cfs that ran over the county road and highway would cost considerably more than Mr. Tant's property is worth. (Our appraiser has valued this property at $13,000.) In addition, the situation is present where the flood plain elevation is only about 4 feet below highwater, so in order to accommodate the overflow to a reasonable length structure, an overflow channel would have to be excavated in the flood plain which would entail considerably more right of way and another structure on the access road just west of the L3 alignment. As mentioned before, some of the runoff from Schoolhouse Creek might still run westerly along the north side of the highway. Our new structure over Schoolhouse Creek is larger and more efficient than the old one, but part of the problem is the flooding of Little Butte Creek which would backup Schoolhouse Creek causing this overflow along the highway.

There is no USGS stream gage in the near vicinity of Brownsboro which could help in estimating the flood frequency of the 1964 flood. Gages are located on both the North Fork and South Fork of Little Butte Creek about seven and twelve miles upstream from Brownsboro. The closest gage is on the South Fork and information from this gage was used for determining frequency since it had the largest runoff of the two drainage basins. Using the composite frequency curves developed from information based on records from 1911-1957, in the USGS Water Supply Paper, Part 14, a 50-year frequency discharge would be about 5,000 cfs. The discharge recorded for the December 1964 flood was 6,280 cfs which would place it nearer to a 100-year recurrence than the 50-year. Past records revealed that there had been three large floods in this area in the past 13 years--1955, 1962, and December 1964, which would indicate that the curves may not be indicative of the conditions of the years since 1957, bearing in mind, of course, that these floods may have originated from peak flow conditions in both the North and South Forks. Considerable logging is occurring in the drainage areas involved which could play an important part in the change of runoff characteristics of the region.

The grade line of the Brownsboro-Hanley Ranch Section, wherever it passed through the flat, easily-flooded sections of the existing road, has been raised a minimum of the new surfacing depth (22-1/2 inches)the intention being to keep the new roadway out of reach of the flood problem as we now know it.

Because of the apparent changes that are taking place in runoff characteristics (viz. the logging operations), it would seem that flooding of the 1964 magnitude will become more prevalent. For this reason, it is recommended that the bridge and channel change as proposed by this Section be based on the December, 1964 flood discharge. Pertinent data based on the channel change and relative to this flood is tabulated below:

High water elevation	1423.7
Design discharge	30,000 cfs
Velocity	15 - 17 fps
Theoretical backwater	0.9 feet

Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

RLL:jp

FORM E-20 (12-67)

Routing
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson
Glenn

NOTED
R L PORTER

RECEIVED
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
G. Wills
By Construction Engineer

Roseburg, Oregon
July 12, 1968

SUBJECT: Flood Damage Report
Crater Lake Hwy-Brownsboro
Lake of the Woods
Jackson County

To: Mr. D. H. Moehring
Right of Way Engineer
Salem

SUPPLEMENTAL LIAISON NOTES AND COMMENTS

Following investigation of flood damage and conversation with Richard Lenz, Hydraulics Engineer, and Earl Purdy, Locating Engineer, I feel prompted to report the following information.

A dwelling opposite station L3 512+00 owned by K. J. and L. E. Tant has been subject to water damage on several occasions during severe flood conditions in Little Butte Creek. The present owners report water in the house in 1962 and 1964. Observed water marks still showing at least 18" above the floor.

A dwelling opposite station L3 518+00 owned by Bruce Hansen under contract to M. F. Coffman was moved in after 1964. It has no flood history but appears only slightly higher than the Tant house.

All available engineering advice indicates that the construction of the fill for the L3 line will increase the amount of flooding in severe conditions.

Present right of way negotiation with the Hansen-Coffman property is for a small corner of land with no flood damage considered. No negotiation is authorized with Tant.

My first thought was that no one could estimate the amount of flood damage in advance and State had better wait until damage occurs with ceiling of damage as value of property. I then considered the possibility of personal injury or drowning in connection with the flooding, also repeated damage claims in subsequent floods. This could lead to bad publicity as well as extremely high damage or personal injury claims which, without favorable engineering testimony, would be hard to defend.

A possible solution would be the outright purchase of these properties and resale after construction with release of indemnity clause or the use of property as a park or wayside for which it is well adapted with shade trees and creek frontage.

Attached are Liaison Reports as written for these properties under the alternate L2 assumption. Estimate for entirety value on Tant property is $13,000, Hansen-Coffman $7000.

F. M. North
F. M. North
Liaison Agent

FMN:gl
cc: G. E. Rhode
~~F. D.~~ Morgan
C. T. Keasey
L. W. Riley
E. Purdy
R. Lenz

RECEIVED
JUN 21 1968
FOR FILING

5-15-65 X(1)
1173

June 21, 1968

Oregon State Highway Commission

Gentlemen:

The estimated cost of construction on the Crater Lake Highway-Brownsboro Section, Lake of the Woods Highway in Jackson County has increased from the amount that was approved on Program XI.

The scope of the work has changed substantially from the original conception. Upgrading of our standards, an increase in the base design, the addition of climbing lanes and the general inflationary trend have all contributed to a raise in the cost estimate.

An additional $600,000 will be needed to finance the project. I recommend that these additional funds be approved and that the amount of $2,000,000, now shown on Program XI, be increased by $600,000.

This matter will be on the agenda for your consideration at the meeting on July 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
C. T. Kessey

BG:jp FBK:srb jko

May 7, 1968

3b-2
4-23-68

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention: E. H. Madden
County Clerk

Gentlemen:

The State Highway Commission at its meeting on April 23 adopted a survey concerning improvement of the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway.

You will recall that a public hearing on this project was held in Eagle Point on February 17, 1966, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 319a" adopting the survey. This resolution rescinds a previous one adopted August 25, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Hon. Earl M. Miller
Jackson County Judge
Courthouse
Medford, Oregon 97501

RECEIVED
APR 17 1968

FOR FILING
S-15-C52(1)
7173

April 16, 1968

2193

Oregon State Highway Commission

Gentlemen:

The survey that was approved August 22, 1966 on the Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County has been revised. The original location which followed along Antelope Road has been shifted southerly approximately 1200 feet to eliminate an access problem and a proposed golf course and airport conflict. The relocation involves 4.33 miles of the total length of 8.22 miles. A map is attached for your information.

The estimated construction cost is $2,450,000 and the estimated right-of-way cost is $100,000, for a total estimated cost of $2,550,000.

We recommend your approval of this survey revision and request authority to purchase the necessary right-of-way, with construction to take place when funds become available.

This matter will be on the agenda for the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

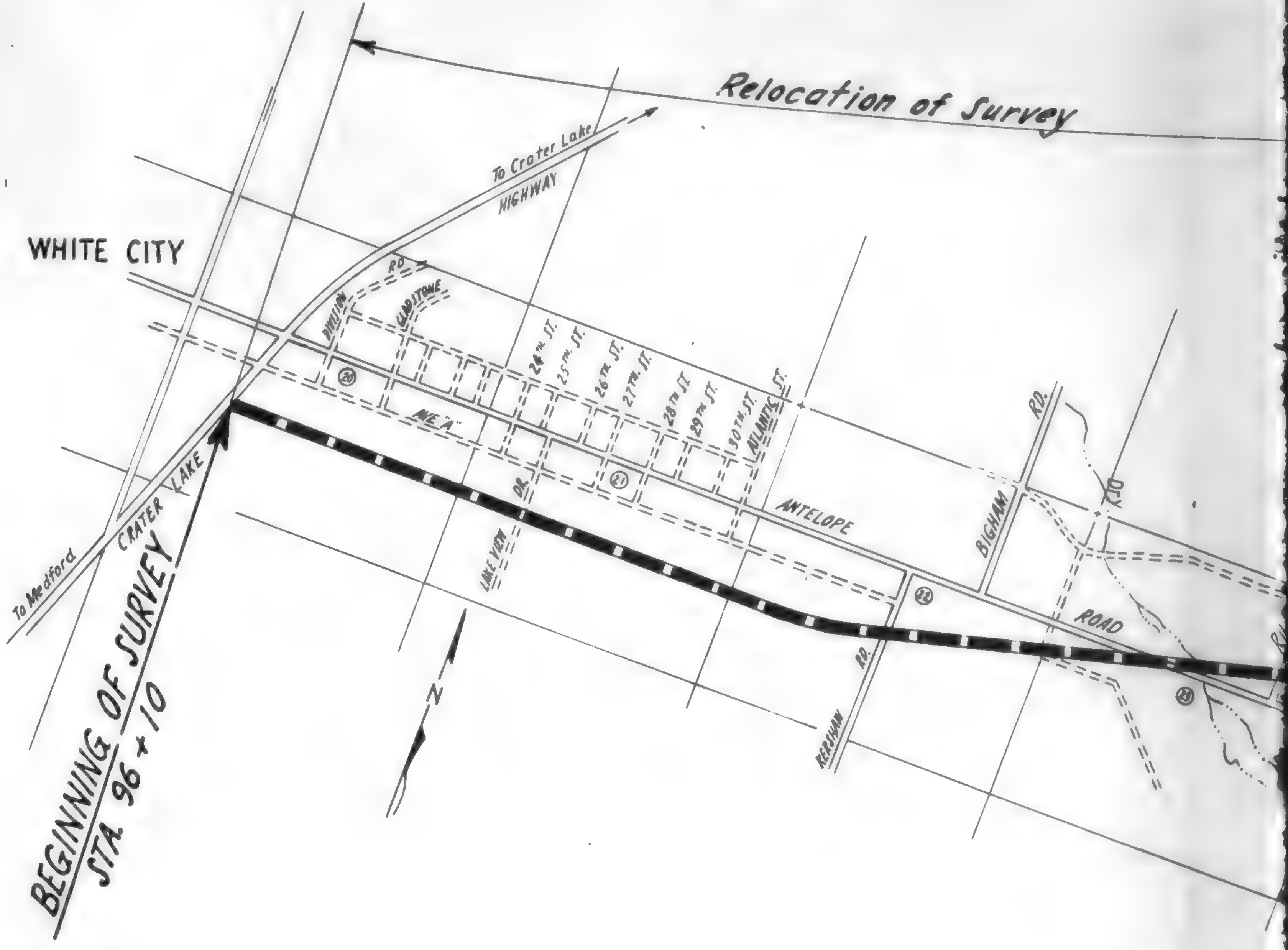
By

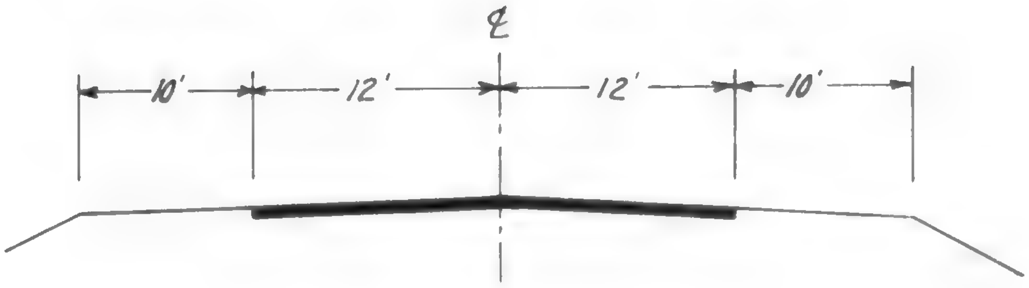
R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
C. T. Keasey

Attachment

BG:jp jes


Relocation of Survey
To Crater Lake
HIGHWAY
WHITE CITY
RD.
24th ST.
25th ST.
26th ST.
27th ST.
28th ST.
29th ST.
30th ST.
ATLANTIC ST.
AVE "A"
20
21
22
23
ANTELOPE
ROAD
BIGHAM
RD.
RD.
LAKE VIEW
DR.
KERSHAW
RD.
To Medford
CRATER
LAKE
N
BEGINNING OF SURVEY
STA. 96 + 10



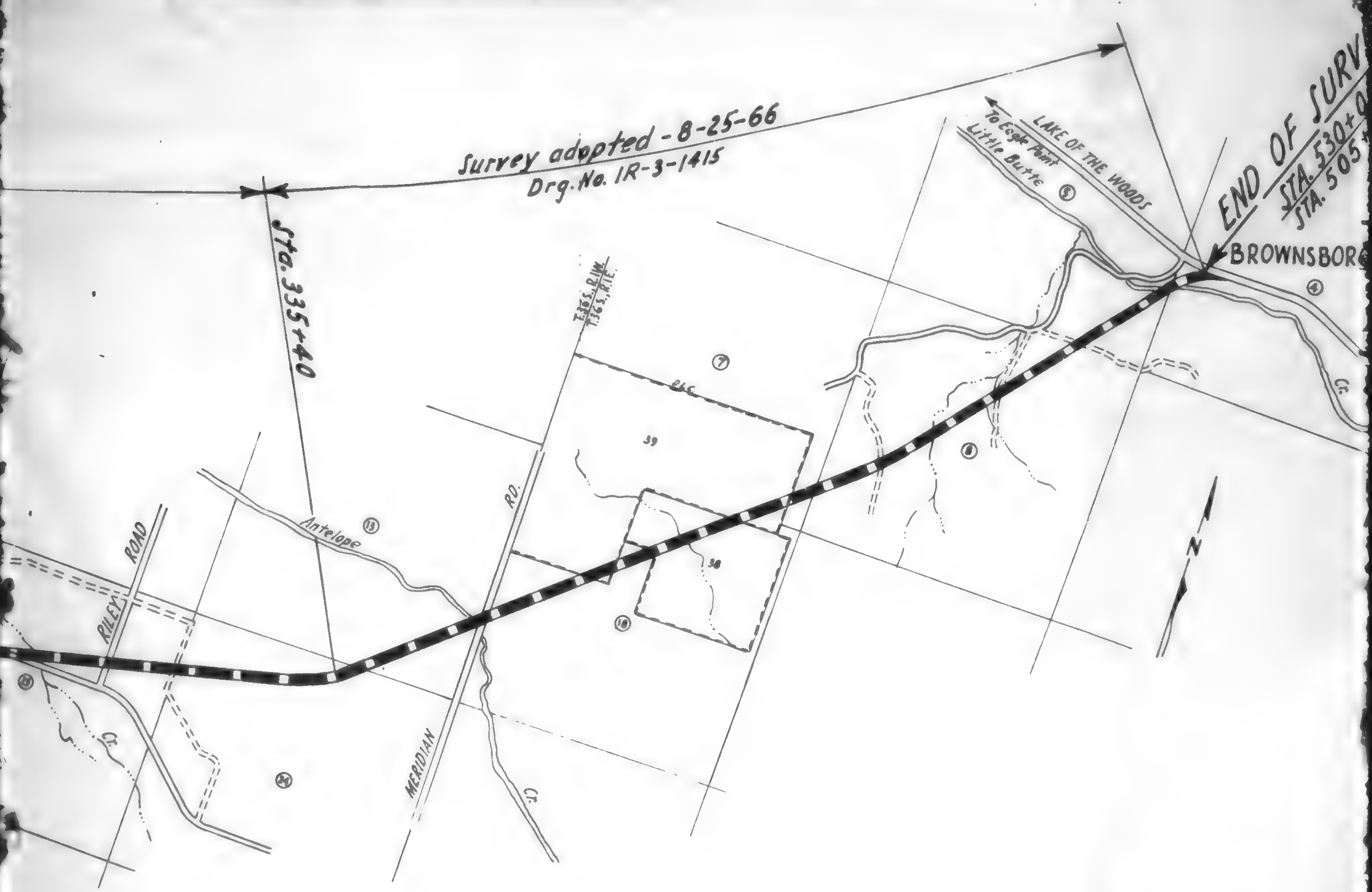
TYPICAL SECTION

Publ
Syste
C
S
B

Throu
Acces

DEPU

Relocation 4.53 Mi. (Total 8.22 Mi.)


Survey adopted - 8-25-66
Drg. No. IR-3-1415
Sta. 335+40
LAKE OF THE WOODS
To Eagle Point
Little Butte
END OF SURV
STA. 530+0
STA. 505+
BROWNSBOR
T.36S. R.1W.
T.36S. R.1E.
RD.
MERIDIAN
RILEY
ROAD
Antelope
Cr.
Cr.
Cr.
39
38
N

Public Hearing _ _ _ _ _ _ _ _ 2-17-66 _ _ _

System Action

County _ _ _ _ _ _ _ None Required _ _

State Highway Commission _ Required _ _ _

Bureau of Public Roads _ Required _ _

Throughway Resolution _ _ _ Required _ _

Access Control _ _ _ _ _ Limited _ _ _ _ _

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date APR 16 1968 _ _ _ _ _

OREGON STATE HIGH

Survey App

CRATER LAKE HW

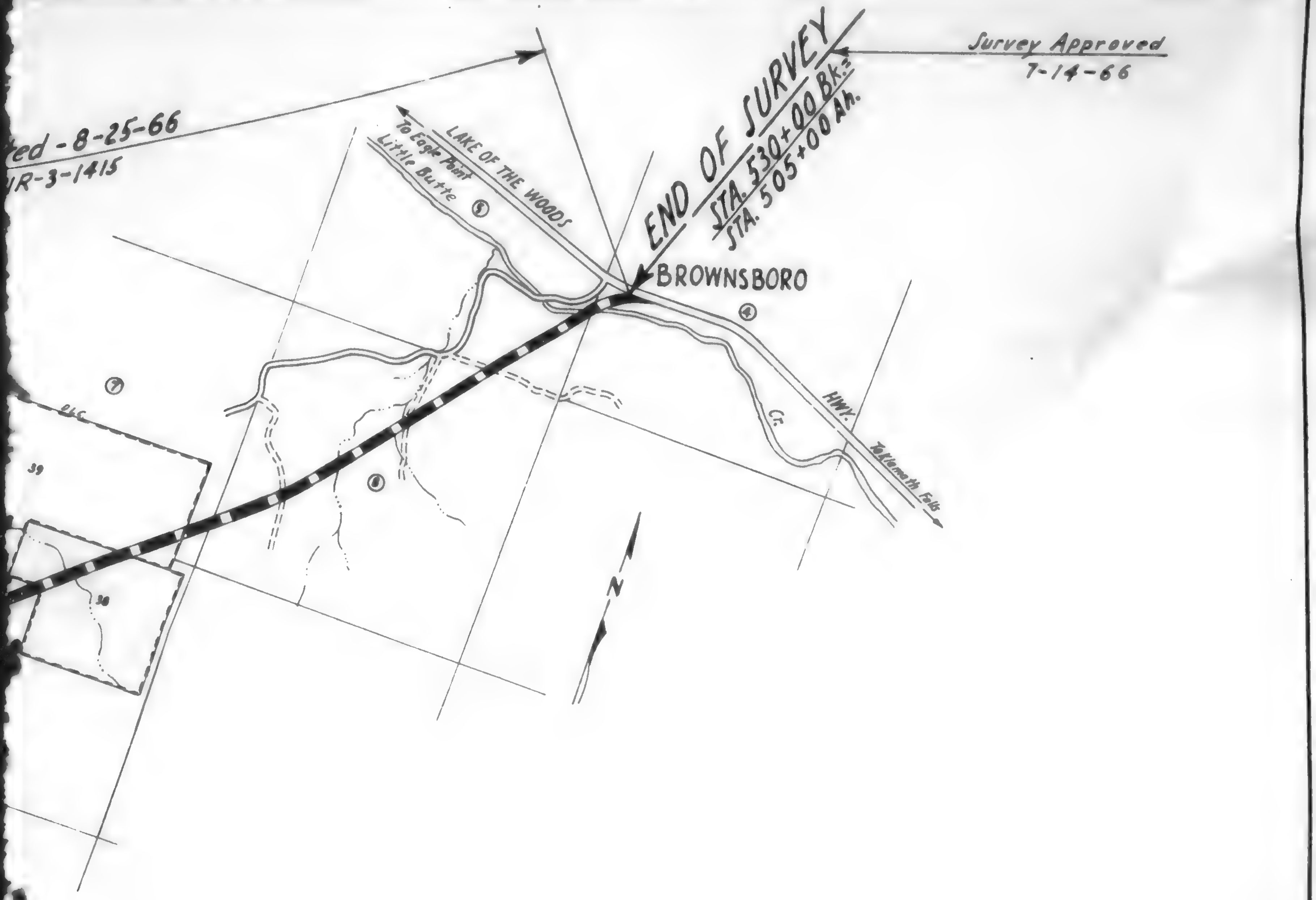
LAKE OF THE

JACKSON

Scale : 1"=3000'

DRG.NO.

1R - 3 -1438



ted - 8-25-66
1R-3-1415
Survey Approved
7-14-66
END OF SURVEY
STA. 530+00 Bk.=
STA. 505+00 Ah.
LAKE OF THE WOODS
To Eagle Point
Little Butte
BROWNSBORO
HWY.
Klamath Falls
Cr.
N
⑤
④
⑦
⑧
39
38

OREGON STATE HIGHWAY DEPARTMENE

Survey Approval Map

CRATER LAKE HWY.~BROWNSBORO

LAKE OF THE WOODS HWY.

JACKSON COUNTY

Scale : 1"=3000'   Mar., 1968

DRG.NO. 1R-3-1438

RECE
MAR

FOR

515-85-(1)
7173

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1968

SUBJECT: Crater Lake Highway-Brownsboro
Lake of the Woods Highway
Jackson County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

219

As per our recent discussion and your Assignment 2193, the following memorandum is prepared:

Location on the subject section has been oriented in the past on the existing Antelope Road due to probable economy in immediate construction costs. Subsequent study of proposed and active industrial development in the area, both east and west of the Crater Lake Highway, indicates the probable need for many accesses to serve the various industrial tracts. This number of accesses would be detrimental to the use of a highway constructed along the existing Antelope Road. Estimates prepared indicate that 77± accesses would be required westerly and 64± easterly of Crater Lake Highway.

Considering the subject section, cost of controlling access to seven street intersections would cost $190,000, which results in the costs of reconstruction of Antelope Road exceeding that of new construction on the south alternate on a new location.

The field work, therefore, is proceeding on the basis of the "South Alternate" both east and west of the Crater Lake Highway.

F. D. Morgan
Construction Engineer

By George C. Wills
George C. Wills
Assistant Chief Locating Engineer

GCW:nn
Encs.

EIVED
MAR - 6 1968
FICE OF
HWAY ENGINEER

FORM E-30 90M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1967

SUBJECT: Seven Oaks-Crater Lake Highway-
Meridian Road
Lake of the Woods Highway Relocation
Jackson County

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

Attached is a map depicting a segment (between Points B and C) of the Lake of the Woods Highway relocation between the Crater Lake Highway and Meridian Road (the relocation is designated as Route "N" on the map); also shown is Segment A-B portraying a possible extension westerly to the Seven Oaks vicinity. Route "S" is an alternate to Route "N" lying roughly 1,200 feet to the South. Costs (in 1,000 dollar units) are tabulated below:

ROUTE "N"

	Segment A-B		Segment B-C	
Length, miles	5.3	+	4.2	= 9.5
Grade & Pave	$1,020		$870	
Structures	270		130	
Right of Way	40		20	
Est. Const. Cost	$1,330	+	$1,020	= $2,350

ROUTE "S"

	Segment A-B		Segment B-C	
Length, miles	5.1	+	4.4	= 9.5
Grade & Pave	$1,160		$960	
Structures	270		100	= $2,620
Right of Way	70		60	
Est. Const. Cost	$1,500	+	$1,120	

Twelve-foot lanes with ten-foot shoulders were used as the roadway section for these estimates with the right of way costs being based upon two lanes. The 20-year projected traffic from previous investigations was estimated to be in the neighborhood of 1,200. (Considering that four years has transpired since this projection estimate, I imagine that the 20-year projection in this area would be somewhat higher but not high enough to warrant four lanes.) The right-of-way costs had been determined from a field observation made with the Division Liaison Agent.

It can be seen that Route "N" is less expensive through both segments than Route "S" with the main reason for the difference being in the concrete pavement that would be utilized along Antelope Road through the Camp White area; for Segment B-C which coincides with present plans for the future of the Crater Lake Highway, this difference amounts to $100,000 (Segment A-B difference is $170,000). A decided disadvantage of Route "N" is in the number of accesses that will have to be maintained and the impending congestion that will result from them. Route "S", on the other hand, will not exhibit these characteristics since it will, in effect, bypass the potential built-up area with the result that some measure of access control can be had.

I would recommend Route "S" on the basis that gaining the access control thorough this segment (and also segment A-B in the future) would more than justify the additional cost--particularly in a potential industrial area such as this.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

attach.

WHT:ss

18-1137 Main Street (Kla. Falls) Conn. 1968
to The Dalles-Calif. Hwy.
#7174 (Roadside improvement)

RECEIVED
NOV 7 - 1969

FOR FILIN

14-1137
7114

November 7, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 8, 1969, on Contract No. 7174. The contract was with Pacific Northwest Landscaping and Sprinklers Unlimited and was for roadside improvement on the Main Street (Klamath Falls) Connection on The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 7, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

RECEIVED
NOV 10 1969
FOR FILING

18 - 1137
7174

November 7, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7174 awarded to Pacific Northwest Landscaping and Sprinklers Unlimited for roadside improvement on the Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County was completed on May 8, 1969, and accepted by the Highway Commission on November 7, 1969.

Final payment in the amount of $1,511.24 will be released to the contractor after November 14, 1969. The total contract amount is $14,075.07 including $54.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fkm

cc Pacific Northwest Landscaping
& Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

18-1137 7174

C

FORM E-1 (REV. 12-61)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Main St. (Klamath Falls) Connection

WEEK ENDING: November 1, 1969

SECTION PREFIX: 18-1137

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Main St. (Klamath Falls) Connection

KIND OF WORK: Roadside Improvement

CONTRACTOR: Pacific N.W. Landscaping & Sprinklers Unlimited

CONTRACT NUMBER: 7174

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 17, 1968

DATE WORK STARTED: November 12, 1968

ESTIMATED COMPLETION DATE: May 8, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31, 1968

PERCENT OF TIME ELAPSED: 221

PROJECT AUTHORIZATION: $ 16,744.70

EXCLUSIVE OF ENGINEERING: $ 15,282.28

ENGINEERING AUTHORIZATION: $ 1,462.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,602.15

ENGINEERING COST TO DATE: $ 3,354.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: inc. Eng. 108.

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.4%

PERCENT OF AUTHORIZATION: 229.3%

DATE PROJECT WAS COMPLETED: May 8, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

Trees & Shrubs	Water Pipe	Prep. of Slopes	Valves	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Prot.
100	100	100	100			100

	Trees&Shrubs	Water Pipe	Valves	Sprinkler Heads	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,627 ea.	3,208 L.F.	24 ea.	107 ea.	190 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE	1,541 ea.	2,830 L.F.	19 ea.	100 ea.	272 Sq.Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"	"	"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast-Mild			
MONDAY	Cloudy-Cool-Rain			
TUESDAY	Scattered Clouds-Warm			
WEDNESDAY	Clear-Mild			
THURSDAY	Clear-Mild			
FRIDAY	Clear-Fair			
Saturday	Clear-Fair			

Routing
Morgan M
Decker
Bond D
Walker
Boehme
Johnsen SG
Prasa
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 3 1969
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Project completed May 8, 1969 and entered the establishment period.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Post-Final was submitted Monday, October 27, 1969, to Division Office.

Mr. Warfield, Ass't Division Engineer, Mr. Hausetter, City Parks and Recreational Director, and Mr. Dunn went over project on Tuesday October 28th. The city will accept the project with some reservations seeing as there was such a lossage during the establishment period.

This will be the last weekly for this project.

cc: Const. (2)
Div. [illegible]
[illegible] (1)

Bob Aldrich

SIGNED E. [illegible] [illegible] Falls
BY: Bob Aldrich

RECEIVED
AUG 12 1969

FOR FILING

18-1137
7174

#2

July 9, 1969

Pacific Northwest Landscaping
and Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting on July 8, 1969, considered your request for an extension of the specified completion date to May 9, 1969, on Contract No. 7174 for roadside improvement on the Main Street Connection (Klamath Falls) of The Dalles-California Highway.

In light of the available facts and the provisions of the contract, the Commission advanced the specified completion date to May 8, 1969, which will eliminate all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

see

bc F. D. Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1969

SUBJECT: Extension of Time
Main Street (Klamath Falls) Connection
The Dalles-California Highway
Contract No. 7174

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Pacific N.W. Landscaping and Sprinklers Unlimited, contractor on the subject contract, the attached request for an extension of the specified completion date to May 9, 1969. The contractor's request is based on stop work periods.

This landscaping contract was awarded on September 17, 1968 with a specified completion date of December 31, 1968. A stop work order was issued effective December 16, 1968 because the ground conditions were unsuitable to perform the required planting work. At this time there were 16 days of the original time remaining. The stop work order was rescinded on April 14, 1969 and the contractor resumed work at this time. A second stop work order was issued effective April 26, 1969 and lifted on May 5, 1969. All contract work was completed on May 8, 1969.

The work done in April (12 days) and May (4 days) exactly equals the number of days (16) that were remaining when the contract was shut down in December. Based on the stop work orders, we recommend that the specified completion date be extended to May 8, 1969 which was the completion date for the project. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB/DES:lv
Attachment
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7174 Contractor Pacific N. W. Landscaping & Sprinklers Unlimited

Highway The Dalles-California

Section Main St. (Klamath Falls) Connection

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Stop work orders justify an extension to May 8, 1969.

Recommended for Approval:

Division Engineer

for

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7174
Project designation	State State-Federal
Date awarded	Sept. 17, 1968
Work started	Nov. 12, 1968
Per cent completed	100% May 8, 1969 Date
Specified Completion Date ~~No. of Workdays Allowed~~	Dec. 31, 1968
Req. Ext. to May 8, 1969	

ST [illegible]-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 16, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the completion date ~~number of workdays~~ from Dec.31,68 days to May 9,69 days, within which to complete our Contract No. 7174, without the assessment of liquidated damages. The said contract is described as follows:

Main St. (Klamath Falls) Connection

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

On December 16, 1968, the project was shutdown due to unsuitable weather conditions.

Respectfully submitted,

Pacific N. W. Landscaping & Sprinklers Unlimited
Contractor

By Janet H Raymond

CONSENT OF SURETY

Date June 6, 1969

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

GILLETTE, LAWRENCE & CO., INC.

(SEAL)

By
Resident Agent

RECEIVE
JUN 17 1969
FOR FI

18-1137

7174

June 16, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 8, 1969 meeting

Gentlemen:

Pacific N. W. Landscaping and Sprinkler Unlimited, contractor on the Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County, Contract No. 7174, has requested an extension of the specified completion date from December 31, 1968 to May 9, 1969.

The original completion date for this project was December 31, 1968. Two stop work orders due to unsuitable weather were issued during the life of this contract. The time covered by the stop work orders justifies an extension of the specified completion date to May 8, 1969, which was the actual completion date of the project.

I recommend that the specified completion date be advanced to May 8, 1969,which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Rloyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
J. F. Putnam

DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7174 Contractor Pacific N. W. Landscaping & Sprinklers Unlimited

Highway The Dalles-California

Section Main St. (Klamath Falls) Connection

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Stop work orders justify an extension to May 8, 1969.

Recommended for Approval:

J F Putman
Division Engineer

Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

Contract No. 7174
Project designation State
State-Federal
Date awarded Sept. 17, 1968
Work started Nov. 12, 1968
Per cent completed 100% May 8, 1969
Specified Completion Date Dec. 31, 1968
No. of Workdays Allowed
Req. Ext. to May 8, 1969

SP*6290-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 16, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the completion date ~~number of workdays~~ from Dec. 31, 68 days to May [illegible], 69 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

Main St. (Klamath Falls) Connection

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

On December 16, 1968, the project was shutdown due to unsuitable weather conditions.

Respectfully submitted,

Pacific N. W. Landscaping & Sprinklers Unlimited
Contractor

By James H Raymond

CONSENT OF SURETY

Date June 6, 1969

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-Fact

GILLETTE, LAWRENCE & CO., INC.

By

Resident Agent

(SEAL)

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1969

SUBJECT: Extension of Time
Main Street (Klamath Falls) Connection
The Dalles-California Highway
Contract No. 7174

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Pacific N.W. Landscaping and Sprinklers Unlimited, contractor on the subject contract, the attached request for an extension of the specified completion date to May 9, 1969. The contractor's request is based on stop work periods.

This landscaping contract was awarded on September 17, 1968 with a specified completion date of December 31, 1968. A stop work order was issued effective December 16, 1968 because the ground conditions were unsuitable to perform the required planting work. At this time there were 16 days of the original time remaining. The stop work order was rescinded on April 14, 1969 and the contractor resumed work at this time. A second stop work order was issued effective April 26, 1969 and lifted on May 5, 1969. All contract work was completed on May 8, 1969.

The work done in April (12 days) and May (4 days) exactly equals the number of days (16) that were remaining when the contract was shut down in December. Based on the stop work orders, we recommend that the specified completion date be extended to May 8, 1969 which was the completion date for the project. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc V. L. Gallagher

C

RECEIVED
APR 22 1969
FOR FILING

18-1137
7174

April 22, 1969

Aladdins Valley Rental Service, Inc.
1003 East Main Street
Klamath Falls, Oregon 97601

Attention: Mr. Chester H. Hamaker

Gentlemen:

This is to acknowledge receipt of your letter of April 14 stating that Pacific Northwest Landscaping owes you a balance of $24.50 for equipment rental.

We awarded two contracts to this firm described as follows:

> Contract No. 7174 awarded to Pacific Northwest Landscaping & Sprinklers Unlimited for roadside improvement on Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County.
> Surety is United Pacific Insurance Company
> Agent is Homer Perry
> Contract is not complete.
>
> Contract No. 7176 awarded to Pacific Northwest Landscaping & Sprinklers Unlimited for roadside improvement on the McKenzie Highway Junction of the Eugene-Springfield Highway in Lane County.
> Surety is United Pacific Insurance Company
> Agent is Homer Perry
> Contract was completed January 4, 1969

As you will notice, the United Pacific Insurance Company through Homer Perry, American Bank Building, Portland, furnished the performance bonds on these contracts which are given to assure completion of the contract and payment of all bills incurred in them.

Noted on card

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

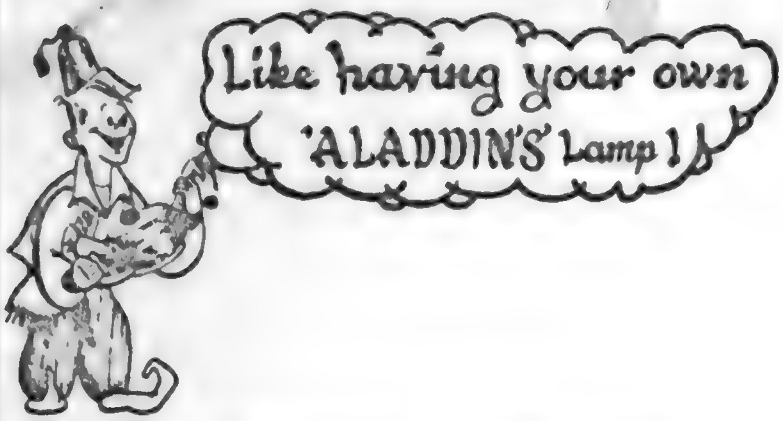
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc United Pacific Insurance Co.
Homer Ferry
Pacific Northwest Landscaping
& Sprinklers Unlimited

CWH:fkn


Like having your own 'ALADDIN'S' Lamp !

'ALADDIN'S' VALLEY RENTAL SERVICE, INC.
1003 EAST MAIN STREET · PHONE 882-6686 · KLAMATH FALLS, OREGON 97601

April 14,1969

Oregon State Highway Comm.
Salem, Oregon

Dear Gentlemen:

On December 9, 1968 we rented Pacific NW Landscaping - PO Box 23511-12523 SW Main - Tigard, Oregon, a six inch Ground Hog and a Clam Shell. The total rent on these two articles amounted to $49.50. We hadn't received any money on this account until a month or so ago and than we only received $25.00. We would like the rest of the rental due on this account.

Would you please give us their bonding company, and if they have none, the name of the contractor or sub-contractor they are working under.

We thank you for your time and efforts.

Sincerely,

ALADDINS VALLEY RENTAL SERVICE, INC.

Chester H Hamaker

Chester H. Hamaker

sae/chh

49.50
-25.00
24.50

NOTED
C. W. HEAD

RECEIVED
SEP 19 1968

FOR FILING

18-1137
7174

September 18, 1968

Pacific Northwest Landscaping -
Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

Gentlemen:

Enclosed are three copies of Contract No. 7174 for $14,574.20 awarded to you by the State Highway Commission on September 17, 1968. This contract is for roadside improvement on the Main Street (Klamath Falls) Connection section of The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
E. J. Dunn
Mark Astrup

RECEIVED
AUG 9 - 1968

FOR FILING
18-1137
7174

NOTED
R. L PORTER

MEMO TO FILES
August 8, 1968

Cooperative Construction Agreement, June 2, 1966
Main Street Connection
The Dalles-California Hwy. No. 4 (US 97)
City of Klamath Falls

Pursuant to an agreement dated June 2, 1966, and related correspondence, including Mr. F. B. Klaboe's letter of July 29, 1968, and Mayor R. E. Veatch's reply of August 5, 1968, pertaining to subject matter, it is the understanding of these parties involved that the contemplated landscaping project (tentatively scheduled for September 5, 1968), should be considered as part of the overall project.

Mayor Veatch's letter has the approval of, and gives the assurance that the City of Klamath Falls will undertake full responsibility for maintenance of the aforementioned landscaping project upon completion by State's contractor.

This office feels that the letter exchange of Mr. Klaboe and Mayor Veatch should be attached to the original agreement in the Highway Commission files in lieu of any further agreement.

D N Harvell
D. N. Harvell
Assistant County & City Engineer

DNH:mm

cc: Floyd Query, w/attach.
Forrest Cooper
R. L. Porter
F. B. Klaboe, w/attach.
V. D. Wolfe
F. D. Morgan
Mark Astrup, w/attach.
J. F. Putnam, w/attach.

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET --- TELEPHONE 884-3161

Office of the Mayor

Robert E. Veatch

August 5, 1968

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Klaboe:

Your July 29, 1968 letter regarding the forthcoming landscaping project on the highway right-of-way adjacent to the Veterans Memorial Park and Main Street suggested that, under the cited terms of the Main Street agreement, the City of Klamath Falls might provide assurances that it will be responsible for maintenance of the project one year after completion.

After reviewing the General Provisions of the agreement between the City of Klamath Falls and the State Highway Commission relative to the Main Street Section of The Dalles-California Highway, it is our conclusion that your suggestion is a proper one. Accordingly, and on behalf of Klamath Falls' City Council, this letter will serve as our approval and assurance that the City will undertake full responsibility for maintenance for this project upon completion. As mentioned, this will commence one year after completion, in as much as your road improvement contracts require the contractor to maintain the planting over one growing season.

At the same time, it is our strong desire that this project be completed this fall, rather than next spring, and in that respect, we hope that your September 5th bid opening can be expeditiously implemented accordingly.

) it is on for 9-5.

Sincerely,

Robert E Veatch

ROBERT E. VEATCH
Mayor

copy to Harwell
8-7-68

REV:rjm

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1968

FOR FILING
18-1137
Corr.
7174

July 29, 1968

The Honorable Robert E. Veatch
Mayor of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Dear Mayor Veatch:

Paragraph 1, General Provisions of the agreement between the City of Klamath Falls and the State Highway Commission relative to the Main Street Section of The Dalles-California Highway, has just been brought to my attention.

To date, plans (attached) have been prepared for the improvement of the right-of-way adjacent to the Veterans Memorial Park and Main Street. This project calls for a shrub planting primarily, and the installation of an underground automatic sprinkler system. The City has agreed to permit the State to use its pumping facilities and the Commission has approved financing from State funds.

However, under the cited terms of the Main Street agreement, and although we are ready to proceed with the improvement, we believe we should have your prior approval and assurance that you will be responsible for maintenance of the project on completion. Our roadside improvement contracts require the contractor to maintain the planting over one growing season. Thus, if the project were completed either this fall or next spring, your responsibility would not take effect until late 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
J. F. Putnam
Mark Astrup

MHA:de srb

Att.

RECEIVED
JUN 19 1968

18-1137

7174

June 19, 1968

Oregon State Highway Commission

Gentlemen:

appr

During negotiations for right-of-way for Main Street (Klamath Falls) Section of The Dalles-California Highway (Contract No. 6895), we agreed to landscape the portion of the line that passes through a memorial park operated by the City.

Our plans call for the installation of a sprinkling system and the planting of native shrubs, such as juniper, at a cost of $20,000.

Approval is requested to finance this project from State funds on the current State Construction Program and contract the work in September.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

FBK:mc ms

18-1138 Little Walker Mt.-Chemult Sec. 1968
of The Dalles-Calif. Hwy., S. of
#7175 Bend. (Widening & Pav.)

RECEIVED
OCT 2 - 1970
FOR FILING

[illegible]

[illegible]

October 1, 1970

CBS:245

Babler Brothers
4617 S.E. Milwaukie
Portland, Oregon

Gentlemen:

Subject: OSHD Contract No. 7175

April 3, 1970, we notified the State of Oregon that we supplied guard rail posts & blocks on the above contract to Olson-Campbell, Inc., in the amount of $741.00. Our claim is filed with the Secretary of State and you were notified by the Highway Commission.

To date, we have not been paid the above amount and it appears we will not be paid by Olson-Campbell. We hope to avoid litigation, but we will proceed with our suit if no other arrangements can be made in the near future. Please advise how you wish to handle this claim by October 12, 1970.

If you need copies of invoices or other information, please let us know.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin
District Sales Manager

cc: Oregon State Highway Commission ✓
C. A. Tomassene & Son
Traveler's Indemnity Co., Hartford, Connecticut
Olson-Campbell, Inc.

ss

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
MAY 5 - 1970

FOR FILE

13-1138
1175

April 27, 1970

J. H. Baxter & Company
1618 S.W. 1st Avenue
Portland, Oregon 97201

Claim 4505

FILED
APR 2 8 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 28 2 03 PM '70
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

This is to acknowledge receipt of your letter of April 3 informing us that Olson-Campbell, Inc., owes you for guardrail posts and blocks in the amount of $741. This appears to be in connection with the Babler Bros., Inc., Contract No. 7175 for widening and paving on the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

NOTED CARD
4-30-70

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Co.
Babler Bros., Inc.

bc ✓Commission
✓Secretary of State

RECEIVED
APR 2 8 1970
OREGON
STATE HIGHWAY COMMISSION

- Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
[illegible]

JHBaxter

April 3, 1970

CBS:86/7175

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Atention Floyd Query

Subject: OSHD Contract # 7175

Please consider this letter notification that J. H. Baxter & Co. supplied Guard Rail Posts & Blocks on the above contract to Olson-Campbell, Inc. The invoiced amounts were $741.00. To date, we have not been paid.

Please be advised that we look to the bonding company involved for payment if we cannot make satisfactory arrangements with Olson-Campbell.

Very truly yours,

J. H. BAXTER & CO.

C. B. Schmokel

CBS:ss

NOTED
FLOYD QUERY

RECEIVED
APR [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1969
FOR FILE
18-1138
7175

November 21, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 29, 1969, on Contract No. 7175. The contract was with Babler Brothers, Inc., and was for widening and paving on the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 21, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

RECEIVED
NOV 21 1969

FOR FILING
18-1138
7175

November 21, 1969

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7175 awarded to Bahler Bros., Inc., for widening and paving the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County was completed on August 29, 1969, and accepted by the Highway Commission on November 21, 1969.

Final payment in the amount of $11,381.28 will be released to the contractor after December 1, 1969. The total contract amount is $222,783.28 including $2,997.40 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Bahler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
SEP 29 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

12-1138
10 13

September 22, 1969

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

RE: Little Walker Mtn.-Chemult Section
Contract No. 7175

Attention: Mr. Lloyd Babler, Jr.

Gentlemen:

This will reply to your September 16 letter concerning the 34 days of time liquidated damages which have been assessed on this project.

The workday count started September 30, 1968 with 210 calendar workdays allowed (three winter months excluded) which expired July 26, We think this was ample time for the job.

Days were charged in accordance with the specification definition of a calendar workday. The authority to suspend work is necessary as a possible aid in obtaining acceptable performance. We doubt that it is intended to be used to negate the requirements of Section 8-3 or the first paragraph of 8-7.

Our records indicate that the aggregate source was not decided until April of this year and crushing did not actually start until June 19. By that date, some 165 days or about 80 percent of the allowable time had elapsed. We note that the grading work was halted on June 3 as it was to a point where crushed materials were required to backfill the vertical cut-out at the shoulders. The apparent long time lapse before a materials source was determined and the delay in developing the source even after productive weather had arrived would seem to be very pertinent to the time question here. It is because of this lack of progress that we could not sanction the request for extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
SEP 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw

bc: F. B. Klaboe
J. F. Putnam
E. J. Dunn

18-1138
7175

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Little Walker Mountain-Chemult

WEEK ENDING: September 13, 1969

SECTION PREFIX: 18-1138

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Little Walker Mountain-Chemult

KIND OF WORK: Widening & Paving

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 7175

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 17, 1968

DATE WORK STARTED: April 17, 1969

ESTIMATED COMPLETION DATE: August 29, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 210

WORK DAYS USED / CALENDAR DAYS USED: Work 244

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 116

PROJECT AUTHORIZATION: $ 259,426.95

EXCLUSIVE OF ENGINEERING: $ 238,855.65

ENGINEERING AUTHORIZATION: $ 20,571.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 226,489.03

ENGINEERING COST TO DATE: $ 25,465.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: inc. Eng. 98

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.2 %

PERCENT OF AUTHORIZATION: 124 %

DATE PROJECT WAS COMPLETED: August 29, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Traffic Prot.	Guard Rail
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.07	4.07			4.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.07	4.07			4.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,200 CY	11,100 CY			22,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	15,493.5 CY	15,883.715Ton			22,283.965Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-D-8 Dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Clear-Warm			0
MONDAY	Clear-Warm			0
TUESDAY	" "			0
WEDNESDAY	" "			0
THURSDAY	" "			0
FRIDAY	" "			0
SATURDAY	" "			0

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

...FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	The subcontractor, Hughes & Dodd, is still cleaning up the Quarry Site. Office personnel working on the Semi-Final all this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Engineering charges for this week: $1,265.35

The Semi-Final estimate was mailed to the Division office on Friday.

THIS IS THE LAST REPORT FOR THE PROJECT.

Next week the Winema Forest Service personnel will make final inspection of the Material Source. A letter of final acceptance will be received and forwarded from the Forest Service.

cc: Const. (2)
Div. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
SEP 26 1969

FOR FILE
18-1138
7175

August 25, 1969

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an extension of 44 calendar workdays on Contract No. 7175 for widening and paving the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7175 Contractor Babler Bros., Inc.

Highway The Dalles-California

Section Little Walker Mtn.-Chemult

Kind of Work Widening & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED~~ The reasons for such recommendation are as follows:

Excessive snow depth during the period March 1 through April 13 is not a justifiable reason for an extension.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

DP*6296-734

Contract No. 7175

Project designation State
State-Federal

Date awarded Sept. 17, 1968

Work started April 17, 1969

Per cent completed 15% July 15, 1969
Date

Calendar
No. of/Workdays Allowed 210

Calendar
No. of/Workdays Used 199

Calendar
No. of Added Workdays Requested 0

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 254 days, within which to complete our Contract No. 7175, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From March 1 through April 13, 1969, work on this project was prevented due to excessive snow depth covering the entire job.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Lloyd Babler, President

CONSENT OF SURETY

Date July 9, 1969, 19

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact

(SEAL)

Richard W. Merrill
Resident Agent

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1969

SUBJECT: Extension of Time
Little Walker Mountain-Chemult Section
The Dalles-California Highway
Contract No. 7175

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Babler Bros., Inc., contractor on the subject contract, the attached request for an increase of 44 calendar workdays. The contractor's request is based on excessive snow depth from March 1 through April 13, 1969.

This contract was awarded September 17, 1968. The contractor did not start work until April 17, 1969. Material sources in the contract work area are under the control of the National Forest Service and a special use permit is required. Babler Bros., through their crushing subcontractor, did not seek information relative to securing a permit until March 10, 1969, and it was not until April 1 that final requirements were determined concerning the permit. The road to the material source was opened on April 2, 1969. The contractor was notified that the road was open, but no activity by the contractor was started until April 22 when a meeting was held at the quarry site. Preliminary drilling by the subcontractor started on April 29. During this time, the contractor did accomplish clearing, grading and other work and the project grading was virtually completed by June 3. Crushing operations did not start until June 19 with very low production.

Due to the extreme delay in commencing any work on the project, particularly in the fall of 1968 when there was ample time to decide on and develop material sources, we cannot recommend any extension of time based on excessive snow depth in the spring of 1969. Liquidated damages accrue at the rate of $100 per day. The estimated completion date for this project is now August 15, 1969 which would indicate that approximately $2,000 will have been withheld when the job is completed.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

RECEIVED
JUL 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUL 30 1969

FOR FILING

18-1138

7175

July 29, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 19, 1969 meeting

Gentlemen:

Babler Bros., Inc., contractor on the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County, Contract No. 7175, requests an increase of 44 calendar workdays. The contractor's request is based on excessive snow depth in March and early April of 1969.

This contract was awarded on September 17, 1968 and the contractor did not commence any work until April 17, 1969. He did not start any work in the quarry site until April 29. We cannot recommend an extension of time for the snow in the quarry site in the spring of 1969, particularly since the contractor did not make any attempt to develop material sources during the fall of 1968.

I recommend that the contractor's request be denied. The estimated completion date for this project is August 15, 1969, at which time $2,000 in liquidated damages will have accrued. This is a State project.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query   Victor D. Wolfe   J. F. Putnam
    F. B. Klaboe   F. D. Morgan   V. E. Skoog

DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7175 Contractor Babler Bros., Inc.

Highway The Dalles-California

Section Little Walker Mtn.-Chemult

Kind of Work Widening & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED~~ The reasons for such recommendation are as follows:

Excessive snow depth during the period March 1 through April 13 is not a justifiable reason for an extension.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7175
Project designation (State-Federal)	State
Date awarded	Sept. 17, 1968
Work started	April 17, 1969
Per cent completed (Date)	15% July 15, 1969
No. of Calendar ~~Workdays~~ Allowed	210
No. of Calendar ~~Workdays~~ Used	199
No. of Added Calendar ~~Workdays~~ Requested	0

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 254 days, within which to complete our Contract No. 7175, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From March 1 through April 13, 1969, work on this project was prevented due to excessive snow depth covering the entire job.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Lloyd Babler, President

CONSENT OF SURETY

Date July 9, 1969, 19

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Richard W. Merrill

(SEAL)

Resident Agent
Richard W. Merrill

RECEIVED
SEP 19 1968

FOR FILING
18-1138

7175

September 18, 1968

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7175 for $216,970 awarded to you by the State Highway Commission on September 17, 1968. This contract is for widening and paving on the Little Walker Mountain-Chemult Section of The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
E. J. Dunn

RECEIVED
AUG 16 1968
FOR FILING

78-1138

7175

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WINEMA NATIONAL FOREST
POST OFFICE BOX 1390
KLAMATH FALLS, OREGON 97601

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

IN REPLY REFER TO

2730

REFERRED TO
Admin
BY SECRETARY

August 7, 1968

Your Ref: 7-26-68

State of Oregon
State Highway Department
Salem, Oregon 97310

[illegible]

Gentlemen:

The Winema has no objection to your proposed method of disposal for any right-of-way timber which may be involved in the widening of the Dalles-California Highway north of Chemult.

Sincerely yours,

NOTED
F. B. KLABOE

H. B. RUDOLPH
Forest Supervisor
by E. F. Bennett

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8-12-68
copies to
Morgan
Young

RECEIVED
AUG 8 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 19 1968

18-1138
7175

August 5, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Construction Plans
Little Walker Mountain-
Chemult Section
The Dalles-California Highway
Klamath County
YOUR FILE: 912564/323

Gentlemen:

This is in reply to your letters of July 24, 1968 and December 5, 1967, concerning this project.

The construction of this section involves little more than an overlay of the existing highway with a widening of the shoulders. In the vicinity of the Chemult overhead, the fill will not be widened in a way which will require the raising of the top of the existing retaining wall on your property. The work on your property will be confined to the existing highway embankment at the elevation of the existing roadway surface, and therefore we feel there should be no involvement with your facilities. Bids for this project will be opened on September 5, 1968. You will find enclosed two (2) sets of our construction plans and special provisions for your information. If you should require any further information please do not hesitate to contact us.

Our Resident Engineer on this project will be Mr. Eldon J. Dunn, 2557 Altamont Drive, Klamath Falls, Oregon 97601, Phone: 882-1390.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Southern Pacific - Portland
F. B. Klaboe
J. F. Putnam
J. E. Holcomb
E. J. Dunn

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1968
FOR FILING

18-1138

7175

July 26, 1968

Mr. Ashley A. Poust
Supervisor
Deschutes National Forest
Post Office Box 751
Bend, Oregon 97701

Dear Mr. Poust:

On July 17, representatives of the Forest Service and the Oregon State Highway Department held a field review of the proposed State project for widening and paving of The Dalles-California Highway between Little Walker Mountain and Chemult in Klamath County.

It is possible that a small amount of merchantable timber may be involved with the progress of this project. It is the State's desire to be prepared for this eventuality. Contrary to Clause No. 20 of the Special Use Permit as amended by Amendment No. 1, April 27, 1956, the State wishes to exercise the option under the recent Memorandum of Understanding, Design Review II-C, Sub-item 2-d. After the project has been staked, assuming merchantable timber is involved, the State will request a cruise of this timber by the Forest Service. The State may then be billed for the timber by the Forest Service for payment of estimated value of cruise quantity.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Herbert B. Rudolph, Supervisor
Winema National Forest
Post Office Box 1390
Klamath Falls, Oregon 97601

Forrest Cooper
R. L. Porter
F. D. Morgan
J. F. Putnam
Clarence Swenson

WNH:jp srb

RECEIVED
JUL 26 1968
FOR FILING
18-1138

7175

July 26, 1968

Mr. Herbert B. Rudolph
Supervisor
Winema National Forest
Post Office Box 1390
Klamath Falls, Oregon 97601

Dear Mr. Rudolph:

On July 17, representatives of the Forest Service and the Oregon State Highway Department held a field review of the proposed State project for widening and paving of The Dalles-California Highway between Little Walker Mountain and Chemult in Klamath County.

It is possible that a small amount of merchantable timber may be involved with the progress of this project. It is the State's desire to be prepared for this eventuality. Contrary to Clause No. 20 of the Special Use Permit as amended by Amendment No. 1, April 27, 1956, the State wishes to exercise the option under the recent Memorandum of Understanding, Design Review II-C, Sub-item 2-d. After the project has been staked, assuming merchantable timber is involved, the State will request a cruise of this timber by the Forest Service. The State may then be billed for the timber by the Forest Service for payment of estimated value of cruise quantity.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Ashley A. Poust, Supervisor
Deschutes National Forest
Post Office Box 751
Bend, Oregon 97701
Forrest Cooper
R. L. Porter
F. D. Morgan
J. F. Putnam
Clarence Swenson

WNH:jp srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1968

SUBJECT: Widening and Paving
Little Walker Mtn-Chemult Section
The Dalles-California Highway

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

The subject project, scheduled for contract letting September 5, may involve the clearing of a minute taking of merchantable timber that is managed by the Forest Service. The Use Permit affecting this section of The Dalles-California Highway allows for two methods of handling the timber; that of advance sales or decking the logs for later sale by the Forest Service. Neither of these methods are very practical for use on the subject project.

Since the quantity of merchantable timber on the project will be very small, if any, it is believed the State should purchase the timber from the Forest Service on the basis of a cruise after the job is slope staked. Purchase of the timbercan be made by State Force Order procedure. The affected timber would become the property of the contractor as a part of the contract.

Rough draft letters to the supervisors of the two Forests involved, posing the above solution to handling the merchantable timber on the subject project, is attached. Representatives of the Forest Service have orally indicated their approval to this procedure.

F.D. Morgan
Construction Engineer

By W. N. Hackleman

W.N. Hackleman
Forest Liaison Engineer

WNH:jp
Attach

Less than \$100.00

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

20-1144 McKenzie Highway Jct. with Eug.- 1968
Springfield Hwy. in Springfield.
#7176 (Roadside improvement)

RECEIVED
JAN 15 1970
FOR FILING

20-1144
7176

January 14, 1970

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7176 awarded to Pacific Northwest Landscaping & Sprinklers Unlimited for roadside improvement on the McKenzie Highway Junction Section of the Eugene-Springfield Highway in Lane County was completed on January 4, 1969, and accepted by the Highway Commission on January 13, 1970.

Final payment in the amount of $561.29 will be released to the contractor after January 21, 1970. The total contract amount is $6,231.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Pacific Northwest Landscaping
& Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
Carroll T. Keasey

RECEIVED
JAN 14 1970

FOR FILING

20-1144
7176

January 13, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed January 4, 1969, on Contract No. 7176. The contract was with Pacific N. W. Landscaping & Sprinklers Unlimited and was for roadside improvement on the McKenzie Highway Junction Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1970, and that you concur in this procedure at the Commission meeting on February 3.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
APR 22 1969
FOR FILING

20-1144

7176

April 22, 1969

Aladdins Valley Rental Service, Inc.
1003 East Main Street
Klamath Falls, Oregon 97601

Attention: Mr. Chester H. Hamaker

Gentlemen:

This is to acknowledge receipt of your letter of April 14 stating that Pacific Northwest Landscaping owes you a balance of $24.50 for equipment rental.

We awarded two contracts to this firm described as follows:

> Contract No. 7174 awarded to Pacific Northwest Landscaping & Sprinklers Unlimited for roadside improvement on Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County.
> Surety is United Pacific Insurance Company
> Agent is Homer Ferry
> Contract is not complete.
>
> Contract No. 7176 awarded to Pacific Northwest Landscaping & Sprinklers Unlimited for roadside improvement on the McKenzie Highway Junction of the Eugene-Springfield Highway in Lane County.
> Surety is United Pacific Insurance Company
> Agent is Homer Ferry
> Contract was completed January 4, 1969

As you will notice, the United Pacific Insurance Company through Homer Ferry, American Bank Building, Portland, furnished the performance bonds on these contracts which are given to assure completion of the contract and payment of all bills incurred in them.

Noted on card

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

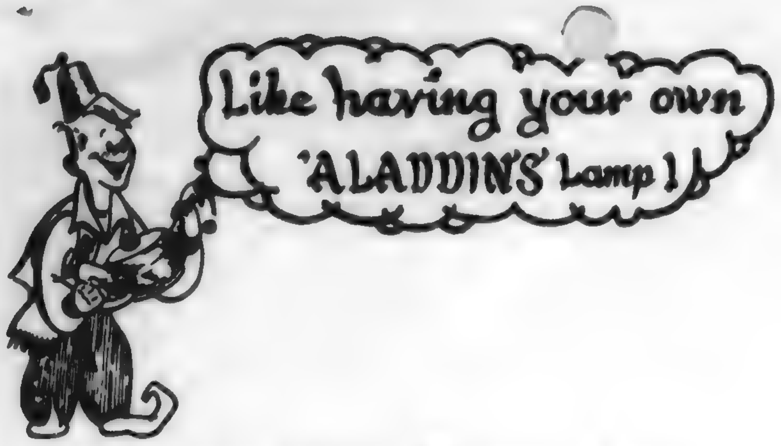
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc United Pacific Insurance Co.
Homer Perry
Pacific Northwest Landscaping
& Sprinklers Unlimited

CWH:fkn


Like having your own 'ALADDINS' Lamp!

'ALADDINS' VALLEY RENTAL SERVICE, INC.
1003 EAST MAIN STREET · PHONE 882-6686 · KLAMATH FALLS, OREGON 97601

April 14,1969

Oregon State Highway Comm.
Salem, Oregon

Dear Gentlemen:

On December 9, 1968 we rented Pacific NW Landscaping - PO Box 23511-12523 SW Main - Tigard, Oregon, a six inch Ground Hog and a Clam Shell. The total rent on these two articles amounted to $49.50. We hadn't received any money on this account until a month or so ago and than we only received $25.00. We would like the rest of the rental due on this account.

Would you please give us their bonding company, and if they have none, the name of the contractor or sub-contractor they are working under.

We thank you for your time and efforts.

Sincerely,

ALADDINS VALLEY RENTAL SERVICE, INC.

Chester H Hamaker

Chester H. Hamaker

sae/chh

49.50
25.00
24.50

NOTED
FLOYD QUERY

RECEIVED

NOTED
C. W. HEAD

RECEIVED
FEB 26 1969
FOR FILING
20-1144

7176

C

#4

January 29, 1969

Pacific Northwest Landscaping
and Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting on January 28 considered your request for an extension of time on Contract No. 7176 on the McKenzie Highway Junction Section of the Eugene-Springfield Highway in Lane County.

After careful consideration, the Commission granted you an extension to January 3, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc
C. T. Keasey
Harley Mayfield
F. D. Morgan
C. H. Maison

FORM E-30 (12-47)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1969

SUBJECT: Extension of Time
McKenzie Highway Junction
Eugene-Springfield Highway
Contract No. 7176

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Pacific N.W. Landscaping and Sprinklers Unlimited, contractor on the subject contract, the attached request for an extension of the specified completion date from December 31, 1968 to January 4, 1969. The contractor's request is based on a stop work order.

This contract had a specified completion date of December 31, 1968. On December 30, the only work remaining to be done was to spread bark mulch material. This required the supply trucks to operate in traffic. There was a severe snow and ice condition on the highway at this time and as a result, the contractor was directed to stop work on December 30. This condition cleared and the contractor was issued a resume work order on January 2, 1969.

All work was completed on January 4, 1969. Four days of liquidated damages have accrued amounting to $120.00. Based on the stop work order, we recommend that the specified completion date be extended to January 3, 1969. This will leave 1 day of liquidated damages outstanding amounting to $30.00. This is a State project.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7176 Contractor Pacific Northwest Landscaping and Sprinklers Unl.

Highway Eugene - Springfield

Section McKenzie Highway Junction

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Stop work order justifies an extension to January 3, 1969.

Recommended for Approval:

John Cooper II
Asst Division Engineer

Construction Engineer or ~~Bridge Engineer~~

[redacted] State Highway Engineer

State Printing 37939

Contract No. 7176

Project designation State
State-Federal

Date awarded Sept. 17, 1968

Work started Oct. 9, 1968

Per cent completed 100% 1-4-69
Date

~~No. of Workdays Allowed~~ Completion Date 12-31-68

~~No. of Workdays Used~~ Completed 1-4-69

Recommend Extension to January 3, 1969.

~~No. of Added Workdays Requested~~

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 30, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in ~~the number~~ time of ~~workdays from~~ calendar..From Dec 31~~days~~ to Jan 4,~~days~~, within which to complete our Contract No. 7176, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: As per verbal shut down order on Dec..30, 1968.

Respectfully submitted,

Pacific N.W. Landscaping & Sprinklers Unlimited
Contractor

By J H Raymond

CONSENT OF SURETY

Date January 14, 19 69

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M Kemp
Emma M.Kemp Attorney-in-fact

(SEAL)

Homer Perry
Homer Perry Resident Agent

C

RECEIVED
JAN 23 1969

20-1144

7176

January 22, 1969

Oregon State Highway Commission

Request for Time Extension
No. 4
January 28, 1969 meeting

Gentlemen:

Pacific N. W. Landscaping & Sprinklers Unlimited, contractor on the McKenzie Highway Junction Section of the Eugene-Springfield Highway in Lane County, Contract No. 7176, has requested an extension of the specified completion date from December 31, 1968 to January 4, 1969.

Because of temporary extremely hazardous snow and ice conditions on the highway adjacent to the project, the contractor was issued a stop work order on December 30, 1968. The stop work order was lifted on January 2, 1969. This stop work order justifies an extension of three days or to January 3, 1969, and we so recommend. This will eliminate three days on which liquidated damages have been charged, leaving one day and $30 outstanding. This is a State project.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
DES:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
C. T. Kessey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7176 Contractor Pacific Northwest Landscaping and Sprinklers Unl.

Highway Eugene - Springfield

Section McKenzie Highway Junction

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Stop work order justifies an extension to January 3, 1969.

Recommended for Approval:

John [illegible] II
Division Engineer
Asst

for
Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

State Printing 27980

Contract No.	7176
Project designation (State-Federal)	State
Date awarded	Sept. 17, 1968
Work started	Oct. 9, 1968
Per cent completed	100% 1-4-69 (Date)
[illegible] Completion Date	12-31-68
[illegible] Completed 1-4-69	
[illegible] to January 3, 1969.	
XXXXXXXXXXXXXXXXXXXXXXXXXXXX	

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 30, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in ~~the number~~ time of ~~workdays from~~ calendar..from Dec 31.... days to Jan 4,.... days, within which to complete our Contract No. 7176, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: As per verbal shut down order on Dec..30, 1968.

Respectfully submitted,

Pacific N.W. Landscaping & Sprinklers Unlimited
Contractor

By J H Raymond

CONSENT OF SURETY

Date January 14, 1969

We, UNITED PACIFIC INSURANCE COMPANY
415 SW Tenth Avenue, Portland, Oregon 97205, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact
Emma M.Kemp

(SEAL)

Homer Perry
Resident Agent
Homer Perry

20-1144

7176

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McKenzie Highway Junction
WEEK ENDING: Jan 11, 1969
SECTION PREFIX: 20-1144
HIGHWAY: Eugene-Springfield
COUNTY: Lane
NAME OF JOB: McKenzie Highway Junction
KIND OF WORK: Roadside Improvement
CONTRACTOR: Pac. N.W. Landscaping & Sprinklers Unl.
CONTRACT NUMBER: 7176
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 17, 1968
DATE WORK STARTED: Oct. 9, 1968
ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: Dec. 31, 1968
PERCENT OF TIME ELAPSED: 104
PROJECT AUTHORIZATION: $ 7,372.19
EXCLUSIVE OF ENGINEERING: $ 6,728.33
ENGINEERING AUTHORIZATION: $ 643.86
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 6,146.65
ENGINEERING COST TO DATE: $ 1,326.41
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 8.6 %
PERCENT OF AUTHORIZATION: 206.0 %
DATE PROJECT WAS COMPLETED: Jan 4, 1969

The Semi-final Estimate will be submitted

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	~~XXXXXX~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	COMPLETE				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Cloudy with light showers			
TUESDAY	Rain and Snow mixed			
WEDNESDAY	Cloudy and Cold			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

Routing
Morgan M
Decker
Bond
Walker W
Boehme
Johnsen EJ
Pease E
Swan
Glenn
Litchfield
Gallagher
Storm

RECEIVED
JAN 13 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1-5	
MONDAY 1-6	The inspection for the completion of contract work was made today by Mr. Quiner, Mr. Spooner, Mr. Svinth, the Contractor, Mr. M. D. Raymond and Mr. J. H. Raymond and myself.
TUESDAY 1-7	Two men in office working on Semi-final Estimate.
WEDNESDAY 1-8	One man worked in office on Semi-final estimate
THURSDAY 1-9	One man working on Semi-final estimate. Mr. Decker in office today
FRIDAY 1-10	The Semi-final estimate is being held awaiting some Certifications of materials from the Contractor. Mr. Keasey was in office today.
SATURDAY	

REMARKS

This will be the last weekly report, unless otherwise instructed, as there will be only occasional weeding and watering throughout the establishment period.

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 1 9 1968

20-1144

7176

September 19, 1968

Pacific Northwest Landscaping &
Sprinklers Unlimited
P. O. Box 23511
Tigard, Oregon 97223

Gentlemen:

Enclosed are three copies of Contract No. 7176 for $6,388.60 awarded to you by the State Highway Commission on September 17, 1968. This contract is for roadside improvement on the McKenzie Highway Junction Section of the Eugene-Springfield Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
C. T. Keasey
H. E. Mayfield
Mark Astrup

I-105-4(114) Willamette R. Br. Section 1968
197 of Eugene-Springfield Hwy.
#7177 in Eug. (Rdside. improve.)

RECEIVED
NOV 24 1969
FOR FILING

I-105-4(114) 197
7177

November 21, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 16, 1969, on Contract No. 7177. The contract was with Angelo Peccerilla and was for roadside improvement on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 21, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Marchant
F. D. Morgan
L. H. Young
C. T. Kaasey

srb sr

RECEIVED
NOV 21 1969
FOR FILM

I-105-4(114)197
7177

November 21, 1969

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7177 awarded to Angelo Pecorilla for roadside improvement on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County was completed on May 16, 1969, and accepted by the Highway Commission on November 21, 1969.

Final payment in the amount of $3,499.76 will be released to the contractor after December 1, 1969. The total contract amount is $67,363.18 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Angelo Pecorilla
Route 1, Box 140
Monroe, Oregon 97456

Allison and DeMar Insurance
P. O. Box 1972
Eugene, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Kearny

RECEIVED
NOV 1 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 16, 1969

I-105-4(114)197
7177

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Contract 7177
Prefix 620-1038
FAP I-105-4(114)197

Dear Sir:

The replacement planting work under Contract No. 7177, Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County, was completed October 10, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 10-10-69

Conditions noted on above date:
NONE

for E.J. Valach
R. E. Simpson
Division Engineer

RECEIVED
OCT 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw

cc Forrest Cooper
F. D. Morgan

I-105-4(114)197
7177

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River Bridge

WEEK ENDING: June 13, 1969

SECTION PREFIX: 620-1038

HIGHWAY: Eugene - Springfield

COUNTY: Lane

NAME OF JOB: Willamette River Bridge

KIND OF WORK: Roadside Improvement

CONTRACTOR: Angelo Pecorilla

CONTRACT NUMBER: 7177

FEDERAL AID PROJECT NUMBER: I-105-4(114)197

DATE OF CONTRACT: Sept. 17, 1968

DATE WORK STARTED: Oct. 1, 1968

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: 1

MEN: 1 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: May 31, 1969

PERCENT OF TIME ELAPSED: Complete

PROJECT AUTHORIZATION: $ 81,175.06

EXCLUSIVE OF ENGINEERING: $ 74,085.53

ENGINEERING AUTHORIZATION: $ 7,089.53

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,076.50

ENGINEERING COST TO DATE: $ 10,398.06

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: UNDERRUN 9.5 %

PERCENT OF AUTHORIZATION: 146.7 %

DATE PROJECT WAS COMPLETED: May 16, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Topsoil	Plants	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	COMPLETE	COMPLETE			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Cloudy/showers			
TUESDAY	" "			
WEDNESDAY	Clearing			
THURSDAY	Overcast			
FRIDAY	Overcast			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Swan
Glenn

RECEIVED
JUN 1 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6-8-69	
MONDAY 6-9	2-men working on Semi-final.
TUESDAY 6-10	3 men working on Semi-final
WEDNESDAY 6-11	4 men working on Semi-final, which was completed this date.
THURSDAY 6-12	
FRIDAY 6-13	
SATURDAY	

REMARKS

The Semi-final estimate was completed and submitted to Division office thru Mr. Keasey en June 11, 1969. This will be the last report until work resumes at the end of the Establishment Period.

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Eugene, Oregon
Feb. 13, 1969

To: Mr. C. T. Keasey
Division Engineer
Roseburg, Oregon 97470

SUBJECT: Engineering Overrun
Willamette River Bridge Sect
Eugene - Springfield Highway
Contract No. 7177
Lane County

Attn: Mr. John Quiner

As per your request please be advised that this project is very typical of a Roadside Improvement type project. The following facts are as of this date:

Contract Amount (Excl. of Engr.)	$ 74,085.53
" " (Completed to date)	46,816.00
% Completed	63
Original Engr. Authorization	7,089.53
Engr. expended to Feb. 8, 1969	6,308.70
% Expended	89

Date of Contract	Sept. 17, 1968
Date work begun	Oct. 1, 1968
Specified Completion Date	May 31, 1969
End of Establishment Period	Fall of 1969

This is a Roadside Improvement project participated in by the Bureau of Public Roads. Included is a lawn yet to be planted, a sprinkler system, already installed, roadside seeding and mulching to be done yet, and the planting of trees, shrubs and vines which is about 72 % completed. The maintenance thru next summer and the replanting next fall also are yet to be done.

There was some snow damage done to some plants by snow removal operations on this project. Undoubtly this will have to be replanted. At this time the damage appears to be confined to some Pacific Waxmyrtle however a more thorough inspection will be made later.

This project has been inspected by the B.P.R. representative, our Division Engineers and our Landscape Dept., and seems that the project is progressing satisfactorily.

The staking, remeasuring (for documentation) and related work by the survey crew has increased on this project because of the sprinkler system. To date this item amounts to 21.8% of engineering expenditures.

(more)

Inspection and Documentation is at 35.6 % of expenditures. To date 60 Field Inspection Reports have been written with 39 of them pertaining to the sprinkler system. The sprinkler system was completed about Nov. 8, 1968. Between then and Dec. 28, 1968 the prime contractor worked from 2 to 6 men.

Supervision for this project is about normal for this type at 19.8%. This could be lessened if other work was assigned.

The office work is at 22.8% of expenditures. This would have been a good figure except that a charge of $ 253.71 was transferred to this project from another proģect (Gettings Creek) which the books were closed on.

The main reason the engineering is overrunning on this project is that the costs for engineering on the sprinkler system are out of proportion to the rest of the project. The overall engineering is 13.5% (based on completed work). The sprinkler portion is $ 2,502.24 or 18.2%(based on completed items costing $ 13,768.00) while the remainder of the contract items required an expenditure of 11.5%. The final engineering costs for the Goshen Interchange project was 16.7% (based on final construction costs). This contract allows 10% for engineering but based on past experience I expect the final costs to come to around 140% when completed.

There are numerous other reasons that Roadside Improvements projects overrun in general. Here are the major reasons;

The plans, Standard Specifications and Special Provisions are written so that intensive inspection and documentation are required. This has been emphasized by our Construction Dept., our Division Engineers and the B.P.R. This requirement does not limit this phase of the work to the Field Inspectors but also reflects in the office work and substansually to my own supervision.

Specs being revised + elim. much of this.

The size of the project in dollars has a very direct bearing on overruns in that it is much more costly proportionally for a small project than a large one. Past project records will prove this to be true.

Of equal importance is the length of time for completion. The shorter the time the more concentrated the work. Again this can be substanuated by records of past projects.

Shortened time being advocated

The speed with which the contractor completes the project is very important and related to the length of time for completion. For instance the Belt Line Road Interchange Roadside Improvement project which was let at the same time, called for completion at the same time and was close to the same amount in dollars as the Goshen Interchange, was done in a relatively short time and the engineering costs overran only 16%, which is very good for this type project. Goshen Interchange overran 90.4%.

(more)

Roadside Improvement projects having an Establishment Period and re-planting at the end, require monthly inspections and reports. This increases the work as there is duplication and it is over an extended period of time.

As noted previously in this report were we to have a normal amount of other work going on the overall costs could and would have been reduced some.

A very thorough and complete study of engineering costs for various type projects considering all the aspects of these projects needs to be made. One percentage for all types and lengths of projects can not be applicable.

H. E. Mayfield
Resident Engineer

HEM:wn

F approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 10 - 73	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-3-68	COUNTY Lane
		PROJECT NO. I-105-4(114)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River Bridge Section of the Eugene-Springfield Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-21-68	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 77,984	$ 71,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer October 2, 1968

Oregon State Highway Department

Federal-Aid
Project No. I-405-4(114)197

WILLAMETTE RIVER BRIDGE SECTION OF THE

EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Project Agreement Estimate.

Salem, Oregon, September 25, 1968

Type Code X003
Roadside Improvement (Sta. 35+30 Thru Eq. 58+88.47 = 38+88.47 to Sta. 56+70)
(Contract No. 7177)

Temporary Protection and Direction of Traffic	All	Required		$ 1,000.00
Furnishing and Placing Topsoil	2,500	cu.yd.	$ 3.10	7,750.00
Header Boards	630	lin.ft.	1.00	630.00
Roadside Seeding	3.40	acre	300.00	1,020.00
Roadside Mulching	3.40	acre	160.00	544.00
Lawn Construction	1.20	acre	1,620.00	1,944.00
Furnishing and Planting Trees	200	only	13.00	2,600.00
Furnishing and Planting Evergreen Shrubs	2,150	only	6.30	13,545.00
Furnishing and Planting Deciduous Shrubs	370	only	6.10	2,257.00
Furnishing and Planting Vines	36,000	only	0.34	12,240.00
Furnishing and Planting Climbing Roses	30	only	3.50	105.00
Grass Seed Mix - Roadside Seeding	100	lb.	1.00	100.00
Grass Seed Mix - Lawn	220	lb.	1.00	220.00
Inorganic Fertilizer, 22-16-8	14	cwt.	6.10	85.40
Inorganic Fertilizer, 10-16-8	30	cwt.	5.55	166.50
Rhododendron Fertilizer, 8-10-8	0.5	cwt.	5.00	2.50
Rhododendron Fertilizer, 16-20-0	1	cwt.	7.00	7.00
Organic Fertilizer, 5-3-2	57	cwt.	6.00	342.00
Mushroom Compost	580	cu.yd.	4.10	2,378.00
Peat Moss	1,200	cu.ft.	1.20	1,440.00
Bark Mulch	310	unit	22.50	6,975.00
3/4-inch Water Pipe	740	lin.ft.	0.53	392.20
1-inch Water Pipe	1,120	lin.ft.	0.62	694.40
1 1/4-inch Water Pipe	1,300	lin.ft.	0.65	845.00
1 1/2-inch Water Pipe	1,050	lin.ft.	0.90	945.00
2-inch Water Pipe	700	lin.ft.	1.20	840.00
2 1/2-inch Water Pipe	850	lin.ft.	1.50	1,275.00
3-inch Water Pipe	1,030	lin.ft.	2.00	2,060.00
1/2-inch Steel Water Pipe	30	lin.ft.	0.80	24.00
3/4-inch Steel Water Pipe	350	lin.ft.	0.91	318.50
1-inch Steel Water Pipe	40	lin.ft.	1.20	48.00
2-inch Steel Water Pipe	30	lin.ft.	2.03	60.90
3-inch Steel Water Pipe	220	lin.ft.	3.54	778.80
1/2-inch Metal Drain Valves	20	only	10.70	214.00
2-inch Gate Valves	2	only	17.50	35.00
2-inch Automatic Section Valves	12	only	110.00	1,320.00
2-inch Pressure Vacuum Breaker Valves	2	only	193.00	386.00

2-inch Pressure Reducing Valves	2 only	$ 141.50	$ 283.00
Pop-up Rotary Sprinkler Heads	32 only	40.00	1,280.00
Pop-up Nonrevolving Sprinkler Heads	50 only	7.42	371.00
Part-Circle Agricultural Rotary Sprinkler Head, 1/2-inch Inlet	15 only	14.87	223.05
Part-Circle Agricultural Rotary Sprinkler Head, 3/4-inch Inlet	50 only	19.44	972.00
5-Section Automatic Controllers	1 only	549.00	549.00
7-Section Automatic Controllers	1 only	549.00	549.00
3/4-inch Electrical Conduit	180 lin.ft.	1.00	180.00
			$69,995.25

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 100.00
2-inch Water Meters (2)	All Required	500.00
Water	All Required	300.00
		$ 900.00

Subtotal	$70,895.25
10% Engr. & Cont.	7,088.75
Total	$77,984.00

Length of Project - - - 0.00 Mile

Federal Funds -	$71,900.00
State Funds -	6,084.00
Total	$77,984.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

C

RECEIVED
SEP 19 1968

FOR FILE:

I-105-4(114)197

7177

September 19, 1968

Mr. Angelo Pecorilla
Route 1, Box 140
Monroe, Oregon 97456

Dear Mr. Pecorilla:

Enclosed are three copies of Contract No. 7177 for $69,995.25 awarded to you by the State Highway Commission on September 17, 1968. This contract is for roadside improvement on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (STAC)
C. T. Keasey
H. E. Mayfield
Mark Astrup

C

RECEIVED
SEP 19 1968

FOR FILING

I-105-4(114)197

7177

September 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 16, 1968, is requested in the award of contract for the Willamette River Bridge Section, Project No. I-105-4(114)197.

The contractor receiving the award is Angelo Pecorilla, in the amount of $69,995.25, with Contract No. 7177 assigned. This bid was received on September 12, 1968, and awarded September 17, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

No utilities or railroads are involved.

We hereby certify that all contractors received revision letter No. 1 prior to the bid opening date, with the exception of bidder No. 4. The letter was received by him on September 12, 1968, the day bids were received. The only effect this letter could cause would be to increase the bid amount, so no damage was done by his not receiving the letter prior to the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R H Chase

for L. H. Young
Office Engineer

Bureau of Public Roads Endorsement
Date_________________________
I concur in the award.

R. E. Simpson
Division Engineer

A

RECEIVED
AUG 20 1968

FORM E-30 (12-67)

FOR FILES

I-405-4(114)197
4177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1968

SUBJECT: Utility Status Report for
September 5, 1968 Letting

To:

Mr. L. H. Young
Office Engineer
BUILDING

The status of negotiations with utilities on the FAI and FAU projects for this letting is as follows:

1. HIGHLANDS INTERCHANGE-VISTA RIDGE TUNNEL SECTION (FAU)
   Grade, Pave, Sign and Illumination

Two copies of our Staff Attorney's letter to the following utilities are enclosed.

Utility	Cost to State	Est. Completion Date
Bureau of Water Works (City of Portland)	None	Already completed
Pacific Power & Light Company	None	September 15, 1968
Portland General Electric Company	None	September 15, 1968

Plans for accomplishing the power line adjustments will be submitted in the near future. Permits will then be prepared and a certification forwarded at that time.

No delay due to utility adjustments is anticipated.

2. MURDER CREEK SECTION: Visibility warning.

   No utilities involved.

3. WILLAMETTE RIVER BRIDGE SECTION: Roadside improvement

   No utilities involved.

4. CABIN CREEK REST AREA: Well Drilling

No utilities involved.

I certify that to the best of my knowledge the above statements are correct in regard to the utilities for the Interstate project scheduled for contracting on the above date.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw

cc F. B. Klaboe
C. H. Maison
D. H. Moehring
C. G. Swenson
L. H. Young (5)

RECEIVED
AUG 19 1968

FOR FILING
I-105-4(114)197
7177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 6, 1968

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Right of Way Status
Interstate Projects
September 5, 1968
Bid Opening

I certify that to the best of my knowledge the following statements are correct in regard to the right of way for the interstate projects scheduled for contracting on the above date.

On the following projects all rights of way, rights of access, and rights of entry are acquired and relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5. The contractor may have immediate possession.

Cabin Creek Rest Area
Pacific Highway
Douglas County
Well drilling project

Murder Creek Section
Pacific Highway
Linn County
Visibility warning signs

Willamette River Bridge Section
Lane County
Road improvement

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes

John R. Oakes, Assistant
Right of Way Engineer

JRO:DH
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
T. W. Litchfield
W. H. Haskin
Frank Lowe
Duane Ridings
M. R. Mitchell

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

I-105-4(114)197
7177

Routing
Morgan
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

August 2, 1968

RECEIVED
AUG 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of July 29, 1968 which enclosed the plan title sheets for the following projects.

1. Crater Lake Highway-Brownsboro Section, Lake of the Woods Highway, Jackson County.
2. Willamette River Bridge Section, Eugene-Springfield Highway, Lane County.
3. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.
4. Murder Creek Signing Project, Pacific Highway, Linn County.

Except for the first project we have no comments and they are approved. The crossing of Little Butte Creek on the Lake of the Woods Highway is of some concern to us. If proper precautions are taken, as regards siltation and other pollution, there should be no problem.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:ln

8-5-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
George Wills
C. T. Keascy (6)
R. D. Asburry (2)
fw

RECEIVED
AUG 1 - 1968
FOR FILING
I-105-4(114)177
7171

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 30, 1968

In reply refer to: 08-35.EC/710.11

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 23, 1968 letter submitted one item for inclusion in the subject program. This Stage 2 Construction Phase project is approved effective today:

Item	Project	Location	Work
547	I-105-4(114)197	Willamette River Br. (Eugene)	Landscape

This action provides for landscaping at a total estimated cost of $72,000 of which $66,000 is reserved as Federal-aid Interstate funds.

NOTED
F. B. KLABOE

orig to Young
8-1-68

RECEIVED
JUL 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-105 0.2 Mi. E. Willamette R. Br. W & S 0.41 Mi. 21 65	**ADT**	PRESENT 9,000	FUTURE 26,200 (66) (70)	YEA (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA Eugene 17-31	ROUTE NO. I	FEDERAL-A I-10

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-105 0.2 Mi. E of Willamette River Bridge W then N 0.41 Mi. (Willamette River Bridge Section)			
5					**ROW**					
5					**CONST** (CODE) Y-003			0.41	72,000	66,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.41	72,000	66,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Projects I-105

For PR-376 on

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 9,000	FUTURE 26,200	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 547

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 105-4	SEQ. NO. (114)	I. Projects Only POST MI. 197	DESIG.

COUNTY NAME Lane		CODE 039	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-105	STATE	U.S. I-105

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Landscaping consisting of planting trees, shrubs and vines, lawn construction, roadside seeding and automatic irrigation system. ROW - 200' Normal; Access Control-Full; Parking Restrictions-complete.
0.41	72,000	66,000	6,000		
0.41	72,000	66,000	6,000		

REMARKS

Additional Data:- Items 295, 429 and 482, Projects I-105-4(108)96, I-105-4(111)197 and I-105-4(113)197.

For PR-376 on R/W-1, R/W-F, Sanitary Facilities-N

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
AUG 2 8 1967
FOR FILING

I-105-4(114)197

7177

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

cc Edwards, [illegible]

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
Oregon Project I-105-4(113)197
Willamette River Bridge Section

By July 28 letter, Mr. Merchant requested that we approve a change to strengthen the median barrier on the three structures of subject projects consistent with the recommendations contained in the AASHO "Yellow Book."

We concur in the proposal and hereby give tentative approval for such changes. We have been somewhat concerned about the planned 10-foot median on the Willamette River Bridge Section, particularly across the main structure on the 9 degree curve and recommend that you give special consideration to the use of the narrow concrete median barrier mentioned in Mr. Merchant's letter.

NOTED
F. B. KLABOE

RECEIVED
AUG 1 1 1967
OFFICE
STATE HIGHWAY ENGIN.

8-14-67

REFERRED TO
Young Merchant Morgan
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 00M 2-66

RECEIVED
JUN 5 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
XXXXXXXXXXXXXXX
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred M. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(11)197

7177

May 31, 1967

RECEIVED
MAY 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

Subj. Eugene-Springfield Hwy. O'xing
of Florence-Eugene Hwy.
Willamette River Bridge Section
Lane County, Br. No. 9572

In reply to the letter of April 26, 1967, from your Washington Office on the subject structure. It is the opinion of this office that the lateral system as detailed on Drawing 22655 is satisfactory. It is felt that the lateral system in the 38 foot end spans should be maintained in order that wind shears will be transferred back to an unyielding support at the interior bents. The maintaining of tension in the lateral angles under wind shear is not considered essential. A more desirable angle and member length is obtained with the system as detailed.

The allowable stress in the compression flange over the continuous support as governed by Article 1.7.1 Footnote 1 of the Standard Specifications for Highway Bridges is the same as the allowable stress in the tension flange. The choice and arrangement of the flange plates is such that the tension flange is not stressed to the same level as the compression flange.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By

L. L. Wallace
Chief Bridge Design Engineer

WJH:amd
cc
~~T. Edwards~~
C. H. Maison
L. M. Young

124-1124 Pudding R. (Killin) Br. Sec. 1968
of Woodburn-Estacada Hwy.
#7180 (Grad., Pav. & Struct.)

RECEIVED
OCT 2 - 1970

FOR FILING

124-1124

7180

October 1, 1970

CBS:244

Babler Brothers
4617 S.E. Milwaukie
Portland, Oregon

Gentlemen:

Subject: OSHD Contract No. 7180

April 3, 1970, we notified the State of Oregon that we supplied guard rail posts & blocks on the above contract to Olson-Campbell, Inc., in the amount of $3,053.75. Our claim is filed with the Secretary of State and you were notified by the Highway Commission.

To date, we have not been paid the above amount and it appears we will not be paid by Olson-Campbell. We hope to avoid litigation, but we will proceed with our suit if no other arrangements can be made in the near future. Please advise how you wish to handle this claim by October 12, 1970.

If you need copies of invoices or other information, please let us know.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin
District Sales Manager

cc: Oregon State Highway Commission
Traveler's Indemnity Co., Hartford, Connecticut
C. A. Tomassene & Son
Olson-Campbell, Inc.

ss

RECEIVED
OCT 2 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
MAY 5 - 1970

April 27, 1970

J. H. Baxter & Company
1618 S.W. 1st Avenue
Portland, Oregon 97201

124-1154
" "

Claim 4502

FILED
APR 28 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 28 2 05 PM '70
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

This is in reply to your letter of April 3 advising us that Olson-Campbell, Inc., owes you $3,053.75 for guardrail posts and blocks. This appears to be in reference to the Babler Bros., Inc., Contract No. 7180 for grading, paving and structures on the Pudding River (Killin) Bridge on the Woodburn-Estacada Highway in Marion County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

NOTED ON CARD
4-30-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Co.
Babler Bros., Inc.

bc / Commission
Secretary of State

- Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
[illegible]

JHBaxter

April 3, 1970

CBS:86/7180

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention Floyd Query

Subject: OSHD Contract #7180

Please consider this letter notification that J. H. Baxter & Co. supplied Guard Rail Posts & Blocks on the above contract to Olson-Campbell, Inc. The invoiced amounts were $3,053.75. To date we have not been paid.

Please be advised that we look to the bonding company involved for payment if we cannot make satisfactory arrangements with Olson-Campbell.

Very truly yours,

J. H. BAXTER & CO.

C. B. Schmokel

CBS:ss

RECEIVED
APR 10 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY
4-20-70

RECEIVED
DEC 5 - 1969
FOR FILING
134-1124
7180

January 2, 1970

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $7,650 will be made to Babler Bros., Inc., on Contract No. 7180 for grading, paving, and structures on the Pudding River (Killin) Bridge Section of the Woodburn-Estacada Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $610,883.54 including the post-final payment. Of the total, $2,512.70 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

RECEIVED
JAN 27 1970

FOR FILING

124-1124
7181

#12

December 30, 1969

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request for an extension of time of 75 days on Contract No. 7180 for grading, paving, and structures on the Pudding River (Killin) Bridge Section of the Woodburn-Estacada Highway in Marion County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 51 calendar workdays, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc
F. D. Morgan
V. E. Skoog
R. D. Asburry
Arthur Duffy

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1969

SUBJECT: Pudding River (Killin) Bridge Section
Contract No. 7180
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Babler Bros. Inc. requests a 75-day time extension on this project to delete all liquidated damages. The contractor states that the grading work caused the delay and then mentions two aspects of this only in general terms. He cites the nature of the soil on the project and two significant Price Agreement additions for 54,460 yards of additional embankment in place and 4,800 lineal feet of perforated pipe in the cut area immediately east of the river where extremely wet material and a high water table was encountered. No specific dates, times or rates of production are offered.

Attached is a tabulation of pertinent dates. Bids were opened on September 12, 1968, so the contractor was able to perform only a limited amount of grading (about 32,000 yards) in the late fall. Structures work did not start until April of this year when high water was over.

The overrun in embankment obviously justifies additional time. Based on an actual production rate of 1,750 yards per calendar day for a re-measured quantity of grading work done in 1968, the overrun quantity justifies 31 days.

The added perforated pipe work was done between July 25 and about August 18 though not continuously between these dates. It was actually performed in the equivalent of 16 calendar workdays. This was a significant additional item at a relatively late stage of the project and we recommend the entire 16 days for extension. (This is probably in the contractor's favor as we note that he accomplished 15 percent of the structures work in this time interval and about 40,000 yards of grading.)

The 230 days allowed expired August 30. The total of 47 days recommended above would extend the time to October 17. At this point, we should consider the effect of substituting poor weather for good. We note that as of October 17, the paving was approximately 60 percent complete but the weather apparently did not hinder after that as the paving was all completed one week later. Between August 30 (when the contract time expired) and October 17, rainy weather did interrupt the paving for 4 days (October 8 - 10 plus one day for the weekend). We would therefore recommend 4 days additional time to allow for the effect of weather in the extension period. Structures work was in progress through all of this time.

We therefore recommend a total extension of 51 days. This will leave 24 days in effect for $3,600. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
DEC 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PUDDING RIVER (KILLIN) BRIDGE SECTION
CONTRACT NO. 7180

CONTRACTOR: Babler Bros., Inc.

September 12, 1968	Bid Opening		
September 26, 1968	Contractor started work (first notification)		
October 3, 1968	Contract awarded and sent to contractor		
October 15, 1968	Calendar workday count started.		
		Workdays Used	Cumulative
October 15, 1968 November 30, 1968		47	
December 1, 1968 February 29, 1969	Winter dormant (no count)	-	47
March 1, 1969 August 30, 1969 November 13, 1969	 230 days elapsed Completion date	258	305

Contract Time 230 CWD
Days actually used 305
CWD Overrun 75

11,250.00
Liquidated damages: 75 CWD @ $150/day = $~~1,125.00~~

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7180 Contractor Babler Bros., Inc.

Highway Woodburn - Estacada

Section Pudding River (Killin) Bridge

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 51 day extension for additional embankment material and perforated pipe drainage.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Klaboe
Assistant State Highway Engineer

Contract No.	7180
Project designation (State-Federal)	State
Date awarded	October 3, 1968
Work started	September 26, 1968
Per cent completed	100 11/13/69 (Date)
No. of Calendar Workdays Allowed	230
No. of Calendar Workdays Used	305
No. of Added Calendar Workdays Requested	75

SP 6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 21, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 230 days to 305 days, within which to complete our Contract No. 7180, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter dated November 21, 1969.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By
Lloyd Babler, President

CONSENT OF SURETY

Date November 21, 1969, 19

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact

(SEAL)

Resident Agent

BABLER BROS., INC.
GENERAL CONTRACTORS

(503) 232-8077
232-4047

RICHARD BABLER
VICE PRESIDENT

December 21, 1969

Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Attention: Arthur Duffy, Resident Engineer

Gentlemen:

Reference: Pudding River (Killin) Bridge Section; Contract No. 7180
Request for Adjustment of Contract Time

Our Pudding River (Killin) Bridge project was completed the 13th of November, 1969. As of that date we have been charged with 75 excess calendar work days.

Reviewing the history of the job progress to determine what part or parts of the work delayed the completion of the whole, we find that the progress of the grading portion of the contract was primarily responsible for the delay suffered on this job. By the time the grading was completed in the early part of September, not only had our contract time expired, but our surfacing and paving operations were now forced to proceed during the time of year when inclement weather interrupted these operations.

The reasons for the delay in completion of the grading were two-fold. One; the rate at which embankment could be placed was largely limited by the nature of the soils. We could not "slug" material to the fill area as it would become so soft that hauling units would be unable to go through it. We spent a great deal of time and effort aerating both the cuts and fills in order to speed the rate at which embankment would be placed.

The second reason was the sizeable addition to the work. The embankment quantities increased almost 40% over the contract amount, and the same placement problems were encountered in this increase. 6,200 feet of metal drain pipe were also added, the installation of which proved to be a difficult and lengthy process.

November 21, 1969
Pudding River (Killin) Bridge Section
Contract Time Adjustment

It is our feeling that the prosecution of this job was well within the spirit of the contract and the 75 additional days needed to complete the work were due to causes beyond our control. Consequently we request an adjustment of the contract time in the amount of 75 days.

Very truly yours,

BABLER BROS., INC.

Gale Schwiesow, Supt.

GS:rt

RECEIVED
DEC 2[illegible] 1969

FOR FILING
7180

December 23, 1969

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7180 awarded to Babler Bros., Inc., for grading, paving, and structures on the Pudding River (Killin) Bridge of the Woodburn-Estacada Highway in Marion County was completed on November 13, 1969, and accepted by the Highway Commission on December 23, 1969.

Final payment in the amount of $102,281.85 will be released to the contractor after December 31, 1969. The total contract amount is $603,233.54 including $2,512.70 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Babler Bros., Inc.,
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

RECEIVED
DEC 22 1969

FOR FILING

124-1134

7180

December 19, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 10
December 23, 1969 meeting

Babler Bros., Inc., contractor on the Pudding River (Killin) Bridge Section of the Woodburn-Estacada Highway in Marion County, Contract No. 7180, requests a 75-day time extension. The contractor cites difficult high-moisture soil conditions and two significant orders added to the project.

The natural ground condition encountered is not a valid reason for an extension. The two large Price Agreements added did affect the contractor's progress. One of these was to provide an additional 55,000 yards of embankment material to correct an erroneous bid quantity. Based on the contractor's actual rate of production, this reason justified 31 additional days. The other significant order added 4,800 feet of perforated drain pipe to provide a drainage network in a very wet cut where high-water table was encountered. This added work required 16 days. An extension for this time is justified.

The effect of the above two delays caused paving to be done in poor fall weather and rain interrupted the contractor's surfacing progress for four days. An extension for this time is justified.

I recommend a total extension of 51 calendar workdays. This will leave 24 days liquidated damages in effect in the amount of $3,600. This is a State project.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7180 Contractor Hohler Bros., Inc.

Highway Woodburn - Estacada

Section Pudding River (Killin) Bridge

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 51 day extension for additional embankment material and perforated pipe drainage.

Recommended for Approval:

Division Engineer

Bond
by
Construction Engineer ~~or Bridge Engineer~~

Klaboe
Assistant State Highway Engineer

Contract No. 7180

Project designation State
State-Federal

Date awarded October 3, 1968

Work started September 26, 1968

Per cent completed 100 11/13/69
Date

Calendar
No. of Workdays Allowed 230

Calendar
No. of Workdays Used 305

Calendar
No. of Added Workdays Requested 75

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 21, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 230 days to 305 days, within which to complete our Contract No. 7180, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter dated November 21, 1969.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By
Lloyd Babler, President

CONSENT OF SURETY

Date November 21, 1969, 19

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact
Richard W. Merrill

(SEAL)

Resident Agent

124-1124
7180

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pudding River (Killin) Bridge

WEEK END NG: November 22, 1969

SECTION PREFIX: 124 - 1124

HIGHWAY: Woodburn - Estacada

COUNTY: Marion

NAME OF JOB: Pudding River (Killin) Bridge

KIND OF WORK: Grading, Paving and Structures

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 7180

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: October 3, 1968

DATE WORK STARTED: September 26, 1968

ESTIMATED COMPLETION DATE: November 13, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS / ~~SPECIFIED CALENDAR DAYS~~ work 230

WORK DAYS USED / ~~CALENDAR DAYS USED~~ work 305

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 133

PROJECT AUTHORIZATION: $660,928.72

EXCLUSIVE OF ENGINEERING: $607,780.50

ENGINEERING AUTHORIZATION: $53,148.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $618,000.00

This week 700.00
ENGINEERING COST TO DATE: $71,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: November 13, 1969

ESTIMATED PERCENT OVERRUN ~~[illegible]~~: 2 %

PERCENT OF AUTHORIZATION: 134 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100			100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.18	1.18			1.18
MILES PARTIALLY COMPLETED	1.18	1.18			1.18
MILES COMPLETED	1.18	1.18			1.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	114,500 cy	27,600 ton			4,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	168,960 cy	28,000 ton			4,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	168,960 cy	28,000 ton			4,500 ton
AVERAGE DAILY QUANTITIES	1,800 cy	700 ton			400 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9793	1437A							
PERCENT	100	100							

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		Project Completed November 13, 1969.
MONDAY	Cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Cloudy	0		
SATURDAY	Cloudy	0		

Morgan
Decker
Bond
Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 24 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted semi - final estimate to Division Office Thursday, Nov. 20.

FINAL REPORT

SIGNED Arthur Duffy LOCATION **Salem**

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 16 1969

FOR FILING

124-1124

7180

June 16, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7180, the Pudding River (Killin) Bridge grading, paving and structures project on the Woodburn-Estacada Highway in Marion County, is anticipated. Babler Bros., Inc. of Portland is the contractor. This is a State project for which the original authorization was $604,680.33. The present anticipated cost is $660,928.72, indicating an overrun of $56,248.39 or 9.30 percent.

The major reason for this overrun is due to an inadvertent omission of 55,000 cubic yards of "Embankment in Place" on the contract plans. This item was covered by a Price Agreement and amounts to more than $50,000.

This request for an additional authorization will be presented to you at the July 8 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
R. D. Asburry

DES:fw sr

FORM [illegible]-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 11, 1969

SUBJECT: Overrun of Project Authorization
Pudding River (Killin) Bridge
Woodburn-Estacada Highway
Contract No. 7180

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project, for grading, paving and structures, is under contract to Babler Bros., Inc. of Portland. The original project authorization was $604,680.33. The present anticipated cost is $660,928.72, indicating an overrun of $56,248.39 or 9.30 percent.

The major reason for this overrun is due to an error in the contract plans which inadvertently omitted some 55,000 cubic yards of "Embankment in Place". A Price Agreement to cover this item was written amounting to more than $50,000. Several minor overruns in bid items and the addition of some drain pipe contributed to the overrun.

It is recommended that the project authorization be increased by $56,248.39. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Killin Br. Sect.

DATE: 10-24-68

TO: Files

FROM: R.H. Prange

134-112 9/

In a conversation with John Anderson, Marion County Public Works Director on Oct. 18, he stated that the Marion County Commissioners would answer the petitioners concerned with the removal of the old Killin Bridge and would inform them that bridge removal and road closure is based on the fact that the State Highway Dept. could not ~~[illegible]~~ justify the construction of a connection between the old and the new lines near the west end of the project and that the Ramage Road connection would provide an adequate and safer access for the people in the area. Mr. Anderson wanted this information passed on to the Highway Dept. so that we would be informed as to how the County was handling this matter and so that we could coordinate our thinking with theirs.

C.C. F.B. Klaboe ✓
F.D. Morgan
R.D. Asburry

RH Prange
(SIGNATURE)

PLEASE REPLY HERE

NOTED
R. L. PORTER

REFERRED TO
Porter
By Asst. State Hwy. Eng.
220

RECEIVED
OCT 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

CC: ________ (SIGNATURE) ________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

RECEIVED
DEC 1 - 1968
FOR FILING

124-1124
7180

October 3, 1968

Bid Sept 12

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on September 17, 1968, accepted your proposal for grading, paving and structures on the Pudding River (Killin) Bridge section of the Woodburn-Estacada Highway in Marion County for the sum of $529,898 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

This condition has been fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7180. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
R. D. Asburry
Art Duffy
L. H. Young
Frank Morgan
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUL 26 1968

FOR FILING

124-1124

7180

July 26, 1968

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

Dear Charles:

Thank you for your July 22 letter concerning the Schroeder property near Woodburn. A portion of Mr. Schroeder's property is needed in connection with a bridge and realignment job on the state secondary system.

I have reviewed the problem and have requested our Right of Way Division to try to effect a settlement with the gentleman on the basis of at least purchasing the severed portion to the south of the new line, or on the basis of moving his buildings to the larger remaining tract, or as a last resort to purchasing the entire farm if it can be acquired for the appraised value. There is some difference of opinion as to the value of the entire property, but we will make every effort to effect a settlement on a basis that is equitable to all.

I appreciate your calling the matter to my attention and as requested, your material is returned herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ca lms
Enclosures

cc: R. L. Porter
Victor D. Wolfe
D. H. Moehring

J. W. FULBRIGHT, ARK., CHAIRMAN

JOHN SPARKMAN, ALA.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
JOSEPH S. CLARK, PA.
CLAIBORNE PELL, R.I.
EUGENE J. MCCARTHY, MINN.
GALE W. MCGEE, WYO.

BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
KARL E. MUNDT, S. DAK.
CLIFFORD P. CASE, N.J.

CARL MARCY, CHIEF OF STAFF
ARTHUR M. KUHL, CHIEF CLERK

United States Senate
COMMITTEE ON FOREIGN RELATIONS

Oregon Office
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

July 22, 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Forrest:

You will find attached copies of correspondence, together with some pictures, Senator Morse received from Fred Schroeder, 3095 Molalla R.D., Woodburn, Oregon.

I would appreciate your taking a personal look at this situation. The reason I make this unusual request, realizing as you do that Senator Morse has no jurisdiction, is because of an unbelievable coincidence.

Porter

On the morning of July 4, Senator Morse attended the Pancake Outdoor Feed at Woodburn, Oregon. He was approached by Mr. Schroeder, who explained he had a problem in connection with the right-of-way which would destroy his farm. I was with the Senator and the Senator told him that it was a matter that would probably have to be resolved by the services of an attorney, if he was not able to come to an agreement with the State Highway Commission. However, Mr. Schroeder pressed him to take a look at the farm. Senator Morse told him to write to me if he was not able to resolve his problem in connection with the State Highway Commission, and I would try to work it into his schedule some time.

During the eight days that the Senator was in the State over the Fourth of July recess, on most of the occasions, although not at Woodburn, we were followed by a film production crew. From the Molalla parade they drove to the St. Paul rodeo. En route they stopped to take some film shots of the Senator with some farm scenes. As they were shooting, Mr. Schroeder ran out exclaiming , "You came, you came." So, Senator Morse looked at his small acreage and part of the interview was filmed with sound. There is no question in the Senator's mind that Mr. Schroeder has a pretty good prima facie case.

In view of the circumstances surrounding this, I would appreciate your having a good hard look at whether or not an offer could be made to this man for his whole acreage. I am not, of course, suggesting what figure it should be, or whether or not it can be done, but after looking at it a report to the Senator, at this office, would be most helpful. Also, I would appreciate your returning the enclosed pictures with your report.

Thanks for your continued cooperation, and with kindest regards,

Sincerely,

Charles W. Brooks m.c

CHARLES W. BROOKS
Executive Assistant, Oregon Office
of Senator Wayne Morse

CWB;mc
Enclosure

P.S. I am asking Mrs. Carson to sign this letter for me, as I am leaving for Washington.

C.W.B.

RECEIVED
JUL 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Senator Wayne Morse Woodburn Ore
July 12 1968

Dear Sir

The State Highway Dept Was here 10 of July made us an offer for right way _only_ We are not satisfied for any thing like that. as it will flood us out evey year.

We have told thems to buy it all at $40,000 _23_ Acres

Fred Schroeder

3095 Molalla R. D.
Woodburn Ore

to start building the road. they will put it out for bids 1st, of Sept

Phone 981-9062

20.9

	①	②
B	29347	25275
A	21381	17500
	7966	7775

RECEIVED
JUL 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-304 Revised 10-60

OREGON STATE HIGHWAY COMMISSION

File No. 42150

Grantor Fred D. and Emma Schroeder
Mail Address 3295 Molalla Road, Woodburn, Ore.

Mail Address

Section Killin Bridge
Highway Woodburn - Estacada

County Marion
Purpose R/W, Easement and Permit of Entry
Agent V. Wilson

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

See Exhibit A attached, bearing date of 12-21-67 and covering 5 parcels containing area s of 4.3 Acs; 0.1 ac; (Perm Ease 0.07 ac) Permit 1,060 Sq Ft; 1,900 Sq Ft.

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

(Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, **INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

(Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Eight Thousand Four Hundred Fifty - - - - - - - - - - DOLLARS ($8,450) (including $450 for constructing fence and $ - - - - - - - for removing or replacing improvements and including the provisions and items listed on attached Exhibit "B".) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

(Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

(Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings include any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

(Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertant entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than 30 days after notice of acceptance by the Highway Commission.

(State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, all road approaches which are set forth as a State obligation in Section 9D.

In addition to the above purchase price, the State is to do the following things:

Form E-304 Revised 10-60

OREGON STATE HIGHWAY COMMISSION

File No. [illegible]

Grantor Fred D. and Emma Schroeder Mail Address 32095 Molalla Road, Woodburn, Ore.

Mail Address

Section Killin Bridge Highway Woodburn - Estacada

County Marion Purpose R/W, Easement and Permit of Entry Agent V. Wilson

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

See Exhibit A attached, bearing date of 12-21-67 and covering 5 parcels containing areas of 4.3 Acs; 0.1 ac; (Perm Ease 0.07 Ac) Permit 1,060 Sq Ft; 1,900 Sq Ft.

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

(Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, **INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

(Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Eight Thousand Four Hundred Fifty - - - - - - - - - - DOLLARS ($8,450) (including $450 for constructing fence and $- - - - - - - for removing or replacing improvements and including the provisions and items listed on attached Exhibit "B".) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

(Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

(Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

(Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertant entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than 30 days after notice of acceptance by the Highway Commission.

(State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, all road approaches which are set forth as a State obligation in Section 9D.

In addition to the above purchase price, the State is to do the following things:

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OFFICE OF

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

(Grantors' other obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

(1) In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Grantor agrees to fence the right of way, using steel posts spaced 16' apart, and woven wire with 2 strands of barbed wire on top. The allowance for fencing stipulated herein shall be paid by the State only if the required fencing is constructed prior to Nov. 1, 68.

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.

(Access) A. It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

B. As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the parcels herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) ~~Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.~~

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths		Purpose	To Be Constd. By
		R/W of Approach	Top Surface		
0+10	Northerly	35'	16'	unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) ~~Grantee shall either construct a public frontage road or provide some other access road on the .... side...... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.~~

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

Grantors' ther bliga-ons) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

(1) In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Grantor agrees to fence the right of way, using steel posts spaced 16' apart, and woven wire with 2 strands of barbed wire on top. The allowance for fencing stipulated herein shall be paid by the State only if the required fencing is constructed prior to Nov. 1, 68.

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.

(Access) It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the parcels herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) ~~Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.~~

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths R/W of Approach	Widths Top Surface	Purpose	To Be Constd. By
[illegible]0+10	Northerly	35'	16'	unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) ~~Grantee shall either construct a public frontage road or provide some other access road on the .... side ..... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.~~

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

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FOR FILING

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July 25, 1968

AIRMAIL

The Honorable Wayne Morse
United States Senator
209 Old Senate Office Building
Washington, D. C. 20510

Dear Senator Morse:

Upon receipt of your letter of July 17 and the enclosed letter from Mr. Ray McNulty concerning the acquisition of his property on the Woodburn-Estacada Highway, we investigated the file very carefully.

Our offer to Mr. McNulty is based upon appraisals by two qualified staff appraisers. The offer in the amount of $12,900 includes the value of the land; the value of the trees, vines, and improvements within the area required; the cost of the necessary fencing; and the damages to the remainder. The State is also obligated to construct a 12-inch sleeve for an irrigation-pipe crossing, an 8-inch sleeve for a water-line crossing, and two 8-inch drain pipes for continuation of his drainage.

We believe the State's offer to Mr. McNulty reflects the value of the property within the concept of true market value.

In his letter to you, Mr. McNulty has requested consideration by the State in purchasing his remainder on the north side of the proposed highway or all of his remaining property. As our appraisers have found there will be a large remaining value in these remainders, we do not believe we should obligate Highway funds for their purchase.

We appreciate this opportunity to explain our proposed acquisition and if you wish anything further, please let me know.

I am returning your correspondence as requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC-JRO:JP lms
Enclosures

cc: R. L. Porter
Victor D. Wolfe
G. E. Rohde
D. H. Moehring
Louis C. Grothaus

Route 2, Box 150
Woodburn, Oregon
July 12, 1968

Senator Wayne L. Morse
Senate Office Building
Washington 25, D. C.

Dear Senator Morse:

I was pleased to hear of your visit to the Fred Schroeder farm and your personal interest in how the re-location of Highway 211 is affecting concerned farm owners.

My situation is much the same as Mr. Schroeders. I call to your attention the enclosed map showing how the proposed highway re-location through my property virtually destroys my sprinkler-irrigated farm.

You will note that the State Highway Commission is taking 5.9 acres out of my 29.5 acre farm. To make matters worse, the area cuts diagonally through my farm disrupting my beef and hog enterprises, my berry farming and my cherry orchard.

I need your help. I feel that the State Highway's firm offer of $12,900 does not begin to compensate for my total losses. The offer does not enable me to replace the land, or in the future make a living from it. Accordingly, I cannot accept this offer.

I am prepared to settle with the State Highway Commission on any of the following proposals:

1. Take $22,500 for the 5.9 acres. (I feel that the right of way is destroying 50 per cent of the value of my farm).

2. Take $37,500 for the 5.9 acres and the 12.5 acres left to the north of the proposed highway.

3. Take $45,000 for the entire unit. Replacing my farm for this figure will be no easy matter.

The State Highway Commission has refused any such counter offers.

All I ask is a just settlement which I feel the figures represent.

The State Highway people tell me that they won't buy my entire place because they say they are not in the real estate business. They suggest that I sub-divide. I told them that my business is farming, not that of a realter.

Will you please take my needs up with the State Highway Commission.

I shall appreciate your good help.

Sincerely,

enc.

Ray McNulty

Ray McNulty

Phone: Woodburn 982 9224

Form E-304 Revised 10-60

OREGON STATE HIGHWAY COMMISSION

File No. 42154

Grantor Raymond C. and [illegible] McNulty Mail Address Rt. 2, Box 150, Woodburn, Ore.

Mail Address

Section Killin Bridge Highway Woodburn - Estacada

County Marion Purpose Right of Way Agent V. Wilson

REAL ESTATE OPTION

1. IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

See Exhibit A attached, bearing date of 10-4-67 and covering 2 parcels containing areas of 5.5 acres; 0.4 acre.

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN, and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid

the sum of Twelve Thousand Nine Hundred - - - - - - - - - - - - - DOLLARS ($12,900)

(including $138.00 for constructing fence and $- - - - - - for removing or replacing improvements -) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing). In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertant entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ________ days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, all road approaches which are set forth as a State obligation in Section 9D.

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

(1) In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

The allowance for fencing shall be paid by the State only if the required fencing is constructed prior to May 1, 1968.

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.

State agrees to provide and install beneath the highway at approximate station 78+60 and 81+40 a conduit having a minimum diameter of 12" and 8" respectively, for the grantor's use in installing an irrigation and water line. The installation of an irrigation and water line through the conduit shall be done by the grantor under the terms of a standard pipeline permit.

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9. (Access) A. It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

B. As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the parcels herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) ~~Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.~~

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths R/W of Approach	 Top Surface	Purpose	To Be Constd. By
12+62	Easterly	35'	16'	Unrestricted	State
(Joint use with file 42153)					
82+50	Northerly	35'	16'	Unrestricted	State
82+50	Southerly	35'	16'	Unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) ~~Grantee shall either construct a public frontage road or provide some other access road on the .... side...... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.~~

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

10 The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

The allowance for fencing shall be paid by the State only if the required fencing is constructed prior to May 1, 1968.

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.

State agrees to provide and install beneath the highway at approximate station 78+60 and 81+40 a conduit having a minimum diameter of 12" and 8" respectively, for the grantor's use in installing an irrigation and water line. The installation of an irrigation and water line through the conduit shall be done by the grantor under the terms of a standard pipeline permit.

---

9. (Access) A. It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

B. As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the parcels herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) ~~Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.~~

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths R/W of Approach	Widths Top Surface	Purpose	To Be Constd. By
12+62 (Joint use with file 42153)	Easterly	35'	16'	Unrestricted	State
82+50	Northerly	35'	16'	Unrestricted	State
82+50	Southerly	35'	16'	Unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) ~~Grantee shall either construct a public frontage road or provide some other access road on the .... side...... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.~~

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

10 The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

.... [SEAL]

State Printing 31456 .... [SEAL]

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
"R"5+00		"R"7+00	20 taper to 60
"R"7+00		"R"10+00	60
"R"10+00		"R"12+50	55
"R"12+50		"R"14+50	55 taper to 20

EXCEPT therefrom Parcel 1.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.4 acre, more or less, outside of the existing right of way.

hc/lg

NOTE: Parcel 1 - Access control complete to parcel.
Parcel 2 - Access control - None.

File 42154
HRS 1o-4-67 9B-3-11
Exhibit A

PARCEL 1

A parcel of land lying in the NE¼SE¼ of Section 10, Township 5 South, Range 1 West, W.M., Marion County, Oregon, and being a portion of that property described in that deed to Raymond C. McNulty and Doris Ida McNulty, recorded in Book 462, Page 12 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Woodburn - Estacada Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 70+00, said station being 504.28 feet South and 1495.40 feet West of the East quarter corner of Section 10, Township 5 South, Range 1 West, W.M.; thence South 67° 12' 18" East, 804.60 feet; thence on a spiral curve left (the long chord of which bears South 68° 32' 18" East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 73° 43' 31.5" East) 252.04 feet; thence on a spiral curve left (the long chord of which bears South 78° 54' 45" East) 400 feet to Engineer's center line Station 88+56.64 Back equals Station 94+18.59 Ahead; thence South 80° 14' 45" East, 1081.41 feet to Engineer's center line Station 105+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
70+00	75+00	95	85
75+00	78+04.60	95 taper to 85	85
78+04.60	88+00	85	85

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 5.5 acres, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in the NE¼SE¼ of Section 10, Township 5 South, Range 1 West, W.M., Marion County, Oregon, and being a portion of that property described in that deed to Raymond C. McNulty and Doris Ida McNulty, recorded in Book 462, Page 12 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Easterly side of the center line of Ramage County Road No. 532 as said road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "R" 5+00 at which station the Southerly line of said strip of land lies at right angles to said center line, said station being 1072.75 feet South and 1343.24 feet West of the East quarter corner of said Section 10; thence North 1° 16' East, 950 feet to Engineer's

PARCEL 1

A parcel of land lying in the NE¼SE¼ of Section 10, Township 5 South, Range 1 West, W.M., Marion County, Oregon, and being a portion of that property described in that deed to Raymond C. McNulty and Doris Ida McNulty, recorded in Book 462, Page 12 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Woodburn - Estacada Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 70+00, said station being 504.28 feet South and 1495.40 feet West of the East quarter corner of Section 10, Township 5 South, Range 1 West, W.M.; thence South 67° 12' 18" East, 804.60 feet; thence on a spiral curve left (the long chord of which bears South 68° 32' 18" East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 73° 43' 31.5" East) 252.04 feet; thence on a spiral curve left (the long chord of which bears South 78° 54' 45" East) 400 feet to Engineer's center line Station 88+56.64 Back equals Station 94+18.59 Ahead; thence South 80° 14' 45" East, 1081.41 feet to Engineer's center line Station 105+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
70+00		75+00	95	85
75+00		78+04.60	95 taper to 85	85
78+04.60		88+00	85	85

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 5.5 acres, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in the NE¼SE¼ of Section 10, Township 5 South, Range 1 West, W.M., Marion County, Oregon, and being a portion of that property described in that deed to Raymond C. McNulty and Doris Ida McNulty, recorded in Book 462, Page 12 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Easterly side of the center line of Ramage County Road No. 532 as said road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "R" 5+00 at which station the Southerly line of said strip of land lies at right angles to said center line, said station being 1072.75 feet South and 1343.24 feet West of the East quarter corner of said Section 10; thence North 1° 16' East, 950 feet to Engineer's center line Station "R" 14+50.

(OVER)

RECEIVED
JUL 25 1968
FOR FILING

Porter

134-1124
1180

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 24, 1968

To: Memorandum
to the File

SUBJECT: File No. 42150 - Schroeder
Killin Bridge Section
Woodburn - Estacada Hwy.
Marion County

After discussing this file with Mr. Porter, I have requested Mr. Grothaus to progress with three possible offers to the Schroeders, all offers to be on the basis of market value.

The first offer is to purchase all of the land and improvements south of the new highway. If Mr. Schroeder does not wish to accept this, we are to negotiate on the basis of moving the buildings to the northerly remainder and purchase the excess on the southerly side.

If these alternates are unacceptable to the Schroeders, we are to offer to purchase the entire taking.

JOHN R. OAKES
Assistant Right of Way Engineer

NOTED
R L PORTER

JRO:JP
cc R. L. Porter ✓
G. E. Rohde
Louis C. Grothaus

RECEIVED
JUL 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 9 - [illegible]
FOR FI[illegible]

124-1191

[illegible]

[illegible]

MEMO TO FILE

180

On Wednesday, December 6, 1967, [illegible] and I discussed with Mr. [illegible] change [illegible] to [illegible] recommended by this Section. The channel change was to be performed on the [illegible] bank of [illegible] River, because of [illegible] problems [illegible] the channel [illegible] revealed that [illegible] the channel [illegible] it does not appear that [illegible] of [illegible] would be [illegible].

On [illegible], Mr. [illegible] would be no channel changes. [illegible], the bridge length [illegible] the premise that the channel change would take place; this would allow room for any future [illegible] it be needed.

[illegible]
Preliminary Studies Engineer

[illegible]
12.07.67

NOTED
L. L. WALLACE

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of ___ Pages

Section KILLIN BRIDGE Highway Woodburn-Estacada (FAR 140) County Marion Prefix 124-1422

Res. Engr. A. Duffy Approx. Length 1.3+ Miles. Sta. 32+00± to Sta. 101+78± Date 3-5-68

Truck A.D.T. 393 Traffic Coefficient 9.1 18 kip s.a. per day 190 (Automobiles not considered.)

Annual Precipitation 40"+ (Salem) Frost Penetration - - - - - - - - -.

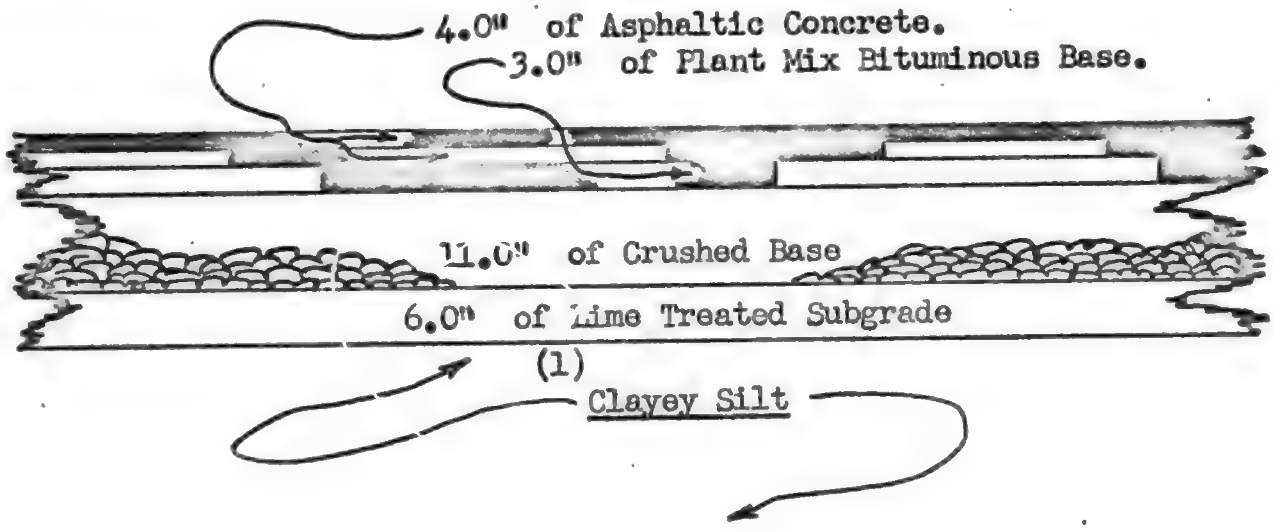
MAR 14 1968

CBR Total Req.	Credit	Actual Thick.	
7110	124-1124		
	8.0	4.0	A.C.
	5.5	3.0	P.M.B.B.
	11.0	11.0	Cr. Base
	5.0	6.0	L.T.S.
29.5	29.5	24.0	

(1)
Typical Soil

30	LL
7	PI
100	%P 10
74	%P 200
0	%Gravel
2	%C Sand
24	%F Sand
50	%Silt
24	%Clay
9	"R" Value

[illegible]


4.0" of Asphaltic Concrete.
3.0" of Plant Mix Bituminous Base.
11.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

3-5-68

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by C. J. Gray
for Staff Assistant

Recommended by
Engineer of Materials

Recommended by
asst Construction Engineer

Approved by
~~Asst.~~ State Highway Engineer

KILLIN BRIDGE
Woodburn-Estacada Hwy.
Marion County

			"OTHER ROADS"				
T.C.	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
7 - 8	3.5"	- - -	2.0"	10.0"	6.0"	24.0"	21.5"
6 - 7	3.0"	- - -	2.0"	8.0"	6.0"	21.0"	19.0"
4.8 - 6	2.0"	- - -	2.0"	6.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	- - -	2.0"	4.0"	6.0"	13.0"	14.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8"	Crushed Base

Note:

Revised Base Design submitted to update Traffic and to recommend use of Lime Treated Subgrade.

For 1.0" L.T.S. = 0.8" Crushed Base the following is recommended:

5%+	Lime
70%	Minimum material to P #200 sieve
70+	"R" Value
6"	Minimum treated material

TRAFFIC ANALYSIS

SECTION: KILLIN BRIDGE

HIGHWAY: Woodburn-Estacada

COUNTY: Marion

1400 Present ADT (1967)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	1.9	228	174	450	78,300
3	50	1.9	95	73	1000	73,000
4	3	1.9	6	5	1250	6250
5	97	1.9	184	141	3180	448,380
6	0				2570	
				393	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 605,930

TWENTY YEAR EWL 12,118,600

TRAFFIC COEFFICIENT 9.1

SECTION: ILLIN BRIDGE

HIGHWAY: Woodburn-Estacada

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Asphaltic Concrete was selected for the following reason:

The major portion of the project will be on low fill. Minor subsidence is anticipated and A.C. is more desirable for ease of maintenance.

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DEC 5 - 1967
FOR FILING
124-1124
7180

10-31-67

November 6, 1967

Agenda 3a-2

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Gentlemen:

The State Highway Commission at its meeting on October 31 adopted a survey concerning improvement of the Killin Bridge Section of the Woodburn-Estacada Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 342" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

Attachment

FORM 6-133

RECEIVED
NOV 13 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
Fred Hill, Member
Helix
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

124-1124
719[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 26 1967
COUNTY & CITY DIVISION

FORREST COOPER
STATE HIGHWAY ENGINEER
W. C. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 3, 1967

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson,
Director of Public Works

The State Highway Commission is studying proposals to relocate the Killin Bridge Section of the Woodburn-Estacada Highway (ORE 211) in Marion, Oregon. Actual construction of said section will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the routing indicated on the attached map, shown in green. The portion of the present route that may be by-passed by the proposal is indicated on the attached map in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route upon completion of construction of the proposed project. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Marion County will, by a subsequent formal agreement with the State Highway Commission, accept the indicated by-passed section as a local jurisdictional road upon completion of the project and after it has been placed in suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Division Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Division Engineer

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED October 25 1967
BOARD OF COMMISSIONERS OF .... COUNTY
BY Pat McCarthy
COMMISSIONER
COMMISSIONER
COMMISSIONER

Attach: Map
cc: F. B. Klaboe
Victor Wolfe
F. D. Morgan
Division Engineer R. D. Asburry

NOTED

RECEIVED
SEP 28 1967

124-1124

7180

September 27, 1967

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Killin Bridge Section of the Woodburn-Estacada Highway in Marion County. A public hearing on this project is not required. The length of the project is 1.30 miles. A map is attached for your information.

The estimated costs of this section are $777,500 for construction and $70,000 for right-of-way, making a total estimated cost of $847,500.

We recommend your approval of the survey and request authority to purchase the necessary right-of-way. This project was approved for financing November 22, 1966, and was added to the 1968 State Construction Program.

This matter will be on the agenda for the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

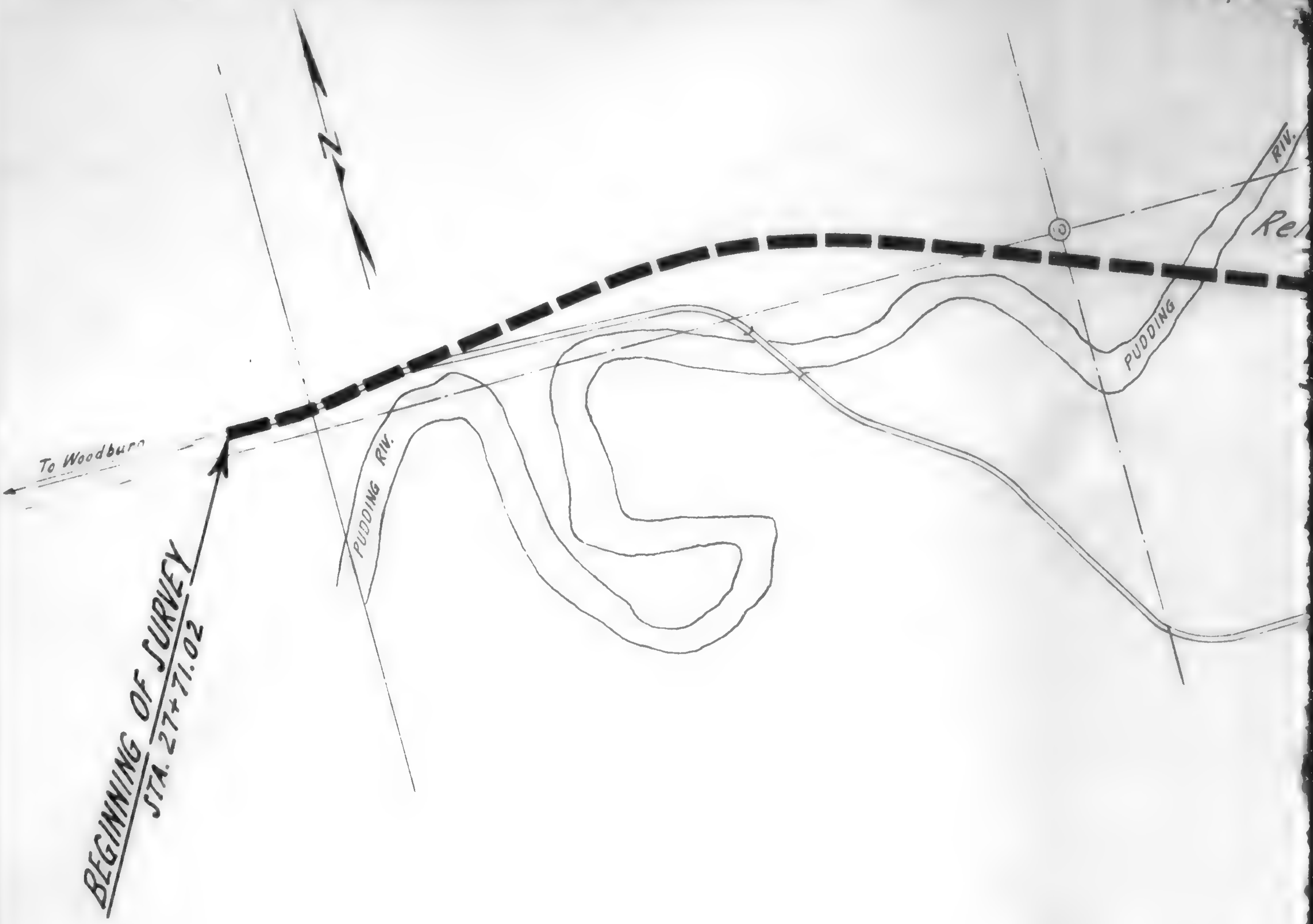
R. L. Porter
Deputy State Highway Engineer

Attachment

cc Floyd Query
F. B. Klaboe
V. D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
D. H. Moehring
R. D. Asburry

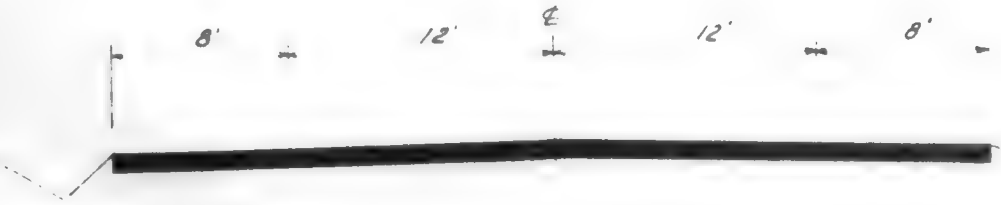
BG:jr kf

T. 5 S., R.1W


N
To Woodburn
BEGINNING OF SURVEY
STA. 27+71.02
PUDDING RIV.
PUDDING
RIV.
Re

PUBLIC HEARIN
SYSTEM ACTION
COUN
STATE
BUREA
THROUGHWAY
ACCESS CONTRO

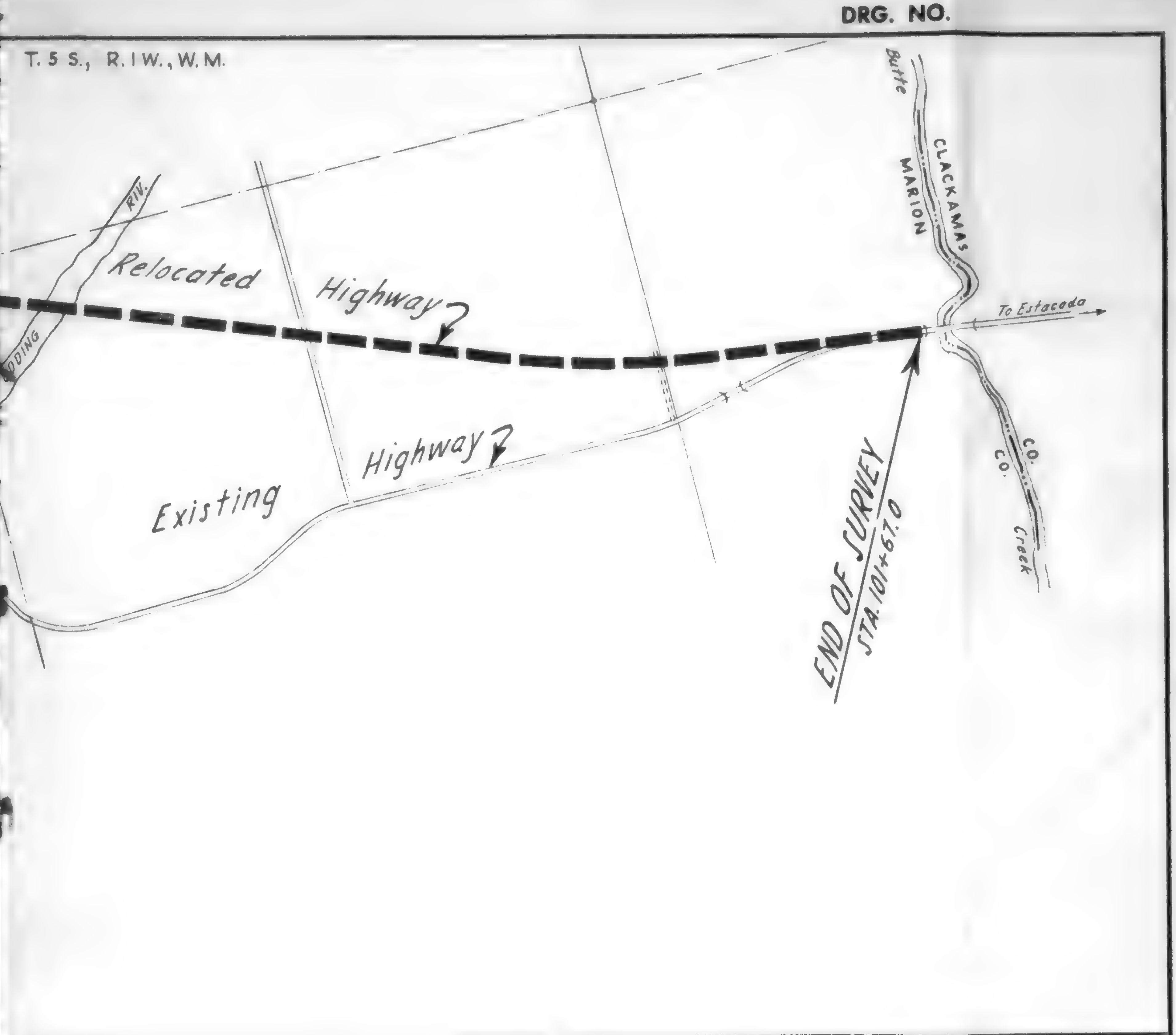
APPROVED



TYPICAL SECTION

1.30 Mi.

DRG. NO.


T. 5 S., R. 1 W., W.M.
RIV.
DDING
Relocated Highway
Existing Highway
Butte
CLACKAMAS
MARION
To Estacada
CO.
CO.
Creek
END OF SURVEY
STA. 101+67.0

PUBLIC HEARING *None Required*

SYSTEM ACTION

COUNTY *None Required*

STATE HIGHWAY COMMISSION *None Required*

BUREAU OF PUBLIC ROADS *None Required*

THROUGHWAY RESOLUTION ADOPTED *None Required*

ACCESS CONTROL *Limited*

APPROVED: SEP 21 1967

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

KILLIN BRIDGE SEC.
WOODBURN – ESTACADA HWY.
MARION COUNTY
DRG. NO. 1R-4-304

SCALE: 1" = 528' ±

DATE: Aug., 1967

FOR DETAILS SEE DRG. NO.
9B-3-11 Aug., 1967

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124-1124

7180

AUG - 1 1967

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FISH COMMISSION
__Director
__Asst. Director
__Fiscal Officer
__Spec. Asst.
__Auditor
__Licenses
__Fish Culture
__Research
✓ Engineering
__Water Res.
__Info-Ed.
__
__Surname

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1967

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

Addendum "A" to Location Prospectus, Killen Bridge Section, Woodburn-Estacada Highway, Marion County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

7 Copies to:
Klaboe
Young
Hall
Roake
orelock
burry (2)

RECEIVED
AUG 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

VK 8-16-67

Enc.

Mr. Morgan
Addendum "A" to the original Killen Bridge
[illegible], prospectus is approved.

Burt Carnegie
Hydraulic Engr.

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AUG 1 1967
FOR FILING

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7-31-67

Prefix No. 124-1422

ADDENDUM "A" TO LOCATION PROSPECTUS
KILLIN BRIDGE SECTION
WOODBURN-ESTACADA HIGHWAY
MARION COUNTY

The following addendum is submitted to revise and correct the location prospectus concerning the above-mentioned section.

PARAGRAPH 1 THROUGH 9: Correct as per original prospectus.

PARAGRAPH 10: Delete "Uncontrolled" and replace with "Limited to location."

PARAGRAPH 11 THROUGH 14: Correct as per original prospectus.

July 31, 1967

cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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AUG 1 - 1967
OFFICE O.
STATE HIGHWAY EN.

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

MAY 10 1967

Section KILLIN BRIDGE Highway WOODBURN-ESTACADA (FAR 140) County MARION Prefix 124-1622

Res. Engr. A. Duffy Approx. Length 1.3± Miles. Sta. 29+ to Sta. 95+ Date 5-2-67.

Truck A.D.T. 181 Traffic Coefficient 8.7 18 kip s.a. per day 126.8.

Annual Precipitation 40"± (Salem) Frost Penetration ---------.

	CBE Total Req.	Credit	Actual Thick.
A.C.		8.0	4.0
P.M.B.B.		5.5	3.0
Cr. Base		14.5	14.5
	28.0	28.0	21.5

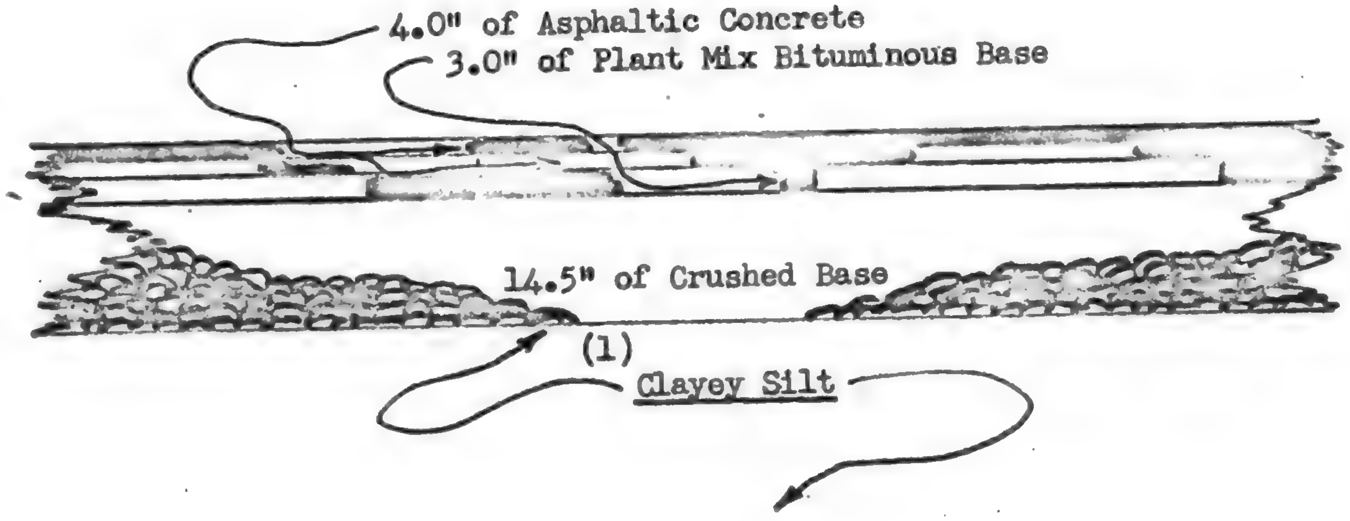
(1)
Typical Soil
30 LL
7 PI
100 %P 10
74 %P200
0 %Gravel
2 %C Sand
24 %F Sand
50 %Silt
24 %Clay
9 "R" Value
[redacted]

AASHO CLASSIFICATION:

A-4(8)

MATERIAL SOURCES:

To be determined by the Engineer.



NOTED
F. B. KLABOE

5-2-67

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Gray
for Staff Assistant

Recommended by
Engineer of Materials

Recommended by
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

KILLIN BRIDGE
Woodburn-Estacada Highway #161
Marion County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
30 - 90	3.5"	2.0"	15.0"	24.0"	20.5"
8 - 30	3.0"	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain total thickness required and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

SECTION: KILLIN BRIDGE
HIGHWAY: Woodburn-Estacada #161
COUNTY: Marion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1965 Present ADT 1000 (Total)
B. 1985 Future ADT 1900 (Total)
C. Mean ADT 1450 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of lanes 2
F. Percent Trucks 25 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}=$ .125 x (C) 1450 = 181
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 181 x (H) 100 % = 181

TRAFFIC COEFFICIENT $= K\,(I)^{0.119}$
where K = 4.669
= 8.7

SECTION: KILLIN BRIDGE
HIGHWAY: Woodburn-Estacada #161
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Asphaltic Concrete was selected for the following reason:

The major portion of the project will be on low fill. Minor subsidence is anticipated and A.C. is more desirable for ease of maintenance.

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDWARD G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FEB 28 1967

Const
Bridges
Dev

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

Routing
Morgan
Parker
Walker
Clark
Swan
Pass
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
FEB 21 1967
CONSTRUCTION
DIVISION

February 20, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Your letters to us dated December 20 and 28, 1966 regarding the following construction projects have been examined.

Mehama Bridge Section, Albany-Lyons Highway, Marion and Linn Counties.

Wilson River Highway Junction-North Plains Section, Sunset Highway, Washington County.

Reed Creek-Cedar Creek Section, Siletz Highway, Lincoln County.

No problems foreseen on the above projects.

Killin Bridge Section, Woodburn-Estacada Highway, Marion County.

Fish passage must be provided on Pudding River during construction.

Standard precautions against stream pollution should be observed. Your bringing these projects to our attention is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED

2-21-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
fp

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JAN 26 1967

Bend
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
~~Joseph W. Smith, Klamath Falls~~

7140

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing
Morgan
Bond
Barbee
Walker
Glenn
1
Litchf

RECEIVED
JAN 24 1967
CONSTRUCTION
DIVISION

January 20, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of December 28, 1966 which enclosed the prospectuses for the following projects:

1. Wilson River Highway Junction-North Plains Section, Sunset Highway, Washington County

2. Reed Creek-Cedar Creek Section, Siletz Highway, Lincoln County

3. Killin Bridge Section, Woodburn-Estacada Highway, Marion County

In regard to the North Plains Section, fish passage will be required at the crossings of E. Fk. Dairy Creek and Bledsoe Creek. Both of these streams contain anadromous fish and present runs are presently being augmented by stocking. The present outlet of Bledsoe Creek on the existing road should be improved by creating a jump pool at the outlet. A photograph of the poor approach is enclosed. Perhaps this could be improved at the time that equipment is in the area.

Fish passage is required at two crossings on the Reed Creek-Cedar Creek Section. Root Creek and Davis Creek both contain three species of anadromous fish and culvert design should allow easy passage for migrants. Siltation should be kept to a minimum on this project, due to the extremely high fishery values of the Siletz River.

1-24-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (4)
fp

In regard to the Killin Bridge Section, any work in the Pudding River should be confined to the period after July 1. Anadromous fish migrate through this area in the late winter and spring months.

We appreciate the opportunity to comment on these proposed projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dn
Enc.

cc: Director OFC

Planche [illegible]

RECEIVED
JAN 3 - 1967
FOR FILING
124-1122
7180

12-28-66

Prefix No. 124-1422

LOCATION PROSPECTUS
KILLIN BRIDGE SECTION
WOODBURN-ESTACADA HIGHWAY
MARION COUNTY

HIGHWAY:	Woodburn-Estacada, State Secondary No. 161, Federal-aid Secondary No. 140.
TERMINI:	The westerly end of the proposed project is at M.P. 0.43 which point is at the intersection of Cooley Road with said highway. The easterly end of said project is at M.P. 2.16 which point is at the intersection of Ramage Road with said highway.
LENGTH:	1.73 miles.
PROGRAM:	1968 State Budget.
NARRATIVE:	This will be a location type survey to prepare plans, specifications and estimates of cost for replacement of the existing bridge on revised alignment and possible channel change. Routine soils investigations will be conducted. Drainage problems are anticipated as flooding occurs several times annually with sufficient depths as to cause road closures at least once during the year for several days. Reconnaissance is not necessary. An economic analysis is not needed at this time. The existing bridge will be used for detour during construction. There are no cities affected by this survey.
CHARACTERISTICS:	1965 ADT 1,000; 1985 ADT 1,900.
STANDARDS:	Class "B". Deviations from State standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes with 8-foot shoulders.
BASE DESIGN:	Tentative base design for construction is: 4" A.C. 3" Plant Mix Bituminous Base 14" Crushed Base 21" Total Depth
ACCESS:	Uncontrolled.

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DEC 3 1966
OFFICE OF
STATE HIGHWAY EN

NOTED
TOM EDWARDS

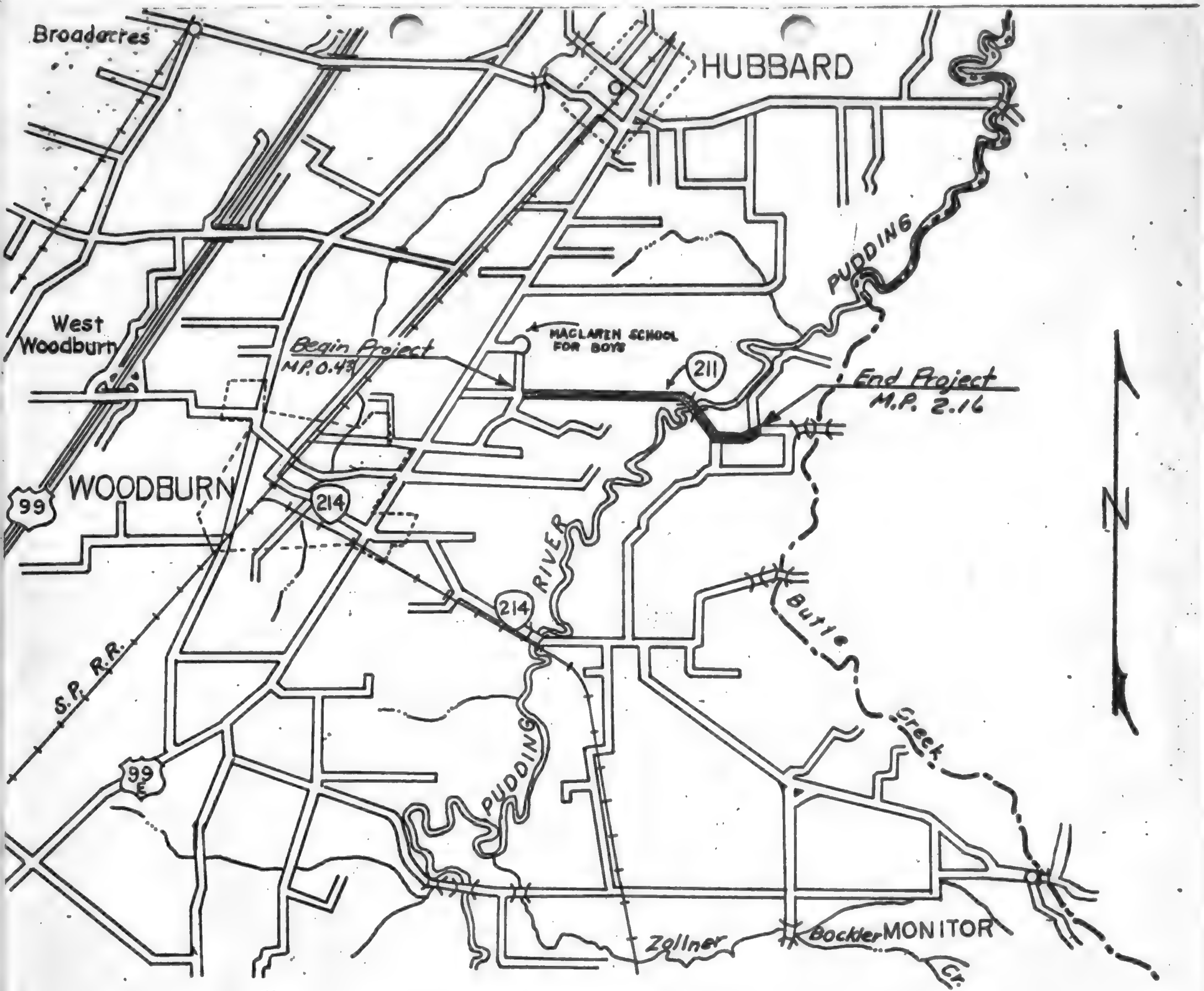
BRIDGE: The proposed structure to have a horizontal clearance of 40 feet. The necessity of sidewalks will be determined during the survey.

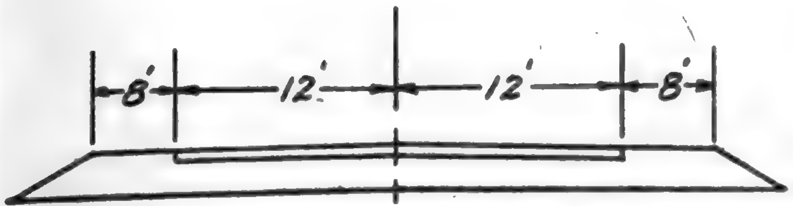
ADDITIONAL FACILITIES: There are no airports or railroad affected by this survey.

AGREEMENTS: Routine utility adjustments.

PARKS: None.

December 28, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards ✓
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young


Broadacres
HUBBARD
PUDDING
MACLAREN SCHOOL FOR BOYS
Begin Project
M.P. 0.43
211
End Project
M.P. 2.16
West
Woodburn
N
WOODBURN
99
214
RIVER
214
Butte
Creek
S.P. R.R.
PUDDING
99
E
Zollner
Bockler
MONITOR
Cr.



TYPICAL SECTION

PROSPECTUS MAP
Killin Bridge Section
Woodburn - Estacada Highway
Marion County
Arthur Duffy, Res. Engr. Dec. 1966

27-1119 Doaks Ferry Road Section, of 1968
Willamina-Salem Hwy., W. of Salem
#7182 (Slide Correction)

RECEIVED
JAN 20 1969
FOR FILING

27-1119

7182

January 20, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1968, on Contract No. 7182. The contract was with Blickle Company and was for slide correction work on the Doakes Ferry Road Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 20, 1969, and that you concur in this procedure at the Commission meeting on January 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

C

RECEIVED
JAN 21 1969

27-1119

7182

January 20, 1969

General Insurance Company of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7182 awarded to Blickle Company for slide correction work on the Doaks Ferry Road of the Willamina-Salem Highway in Polk County was completed on November 8, 1968, and accepted by the Highway Commission on January 20, 1969.

Final payment in the amount of $1,470.75 will be released to the contractor after January 27, 1969. The total contract amount is $25,893.60 including $99.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Blickle Company
2900 N. E. Stafford Street
Portland, Oregon 97211

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

27-1119
7182

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Doaks Ferry Rd.
WEEK ENDING: November 16, 1968
SECTION PREFIX: 27-1119
HIGHWAY: Willamina-Salem
COUNTY: Polk
NAME OF JOB: Doaks Ferry Rd.
KIND OF WORK: Slide Correction
CONTRACTOR: Blickle Co.
CONTRACT NUMBER: 7182
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 17, 1968
DATE WORK STARTED: Sept. 27, 1968
ESTIMATED COMPLETION DATE: Nov. 15, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: Nov. 15, 1968
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $36,886.17
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $33,664.67
ENGINEERING AUTHORIZATION: $3221.50
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $28,000.00
ENGINEERING COST TO DATE: $2,814.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %
PERCENT OF AUTHORIZATION: 87 %
DATE PROJECT WAS COMPLETED: Nov. 8, 1968.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OIL AND/OR PAVE.~~ Perv. Gran. Material	~~MAT'L. PROD.~~ Perf. Pipe		
100	100	100		100	100		

	GRADING	~~SURFACING~~	~~MAINTENANCE MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06	0.06		
MILES PARTIALLY COMPLETED	0.06	0.06	0.06		
MILES COMPLETED	0.06	0.06	0.06		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,600 C.Y.	3,500 C.Y.	370 lin. ft.		
TOTAL QUANTITIES CORRECTED TO DATE	8,258 C.Y.	2,702 C.Y.	354 lin. ft.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,258 C.Y.	2,702 C.Y.	354 lin. ft.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		
NUMBER OF SHIFTS PER DAY	0	0	0		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			M E
WEDNESDAY	Cloudy			B
THURSDAY	Cloudy			W 11-18-68
FRIDAY	Cloudy			NOTED
SATURDAY	Cloudy			BEN GIFFORD R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on the project was completed November 7 with exception of fine grading and minor clean up work. Due to weather and ground conditions it is not feasible to perform the work at this time. By Price Agreement, the contractor has agreed to a lump sum deduction from amounts to be paid him under the contract. Completion date effective November 8, 1968 has been submitted.

The semi-final estimate will be submitted the fore part of next week.

Final Report

SIGNED Arthur Duffy LOCATION Salem

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 19 1968
FOR FILM
27-1119
7182

September 19, 1968

Blickle Co.
2900 N. E. Stafford Street
Portland, Oregon 97211

Gentlemen:

Enclosed are three copies of Contract No. 7182 for $31,415 awarded to you by the State Highway Commission on September 17, 1968. This contract is for slide correction on the Doaks Ferry Road section of the Willamina-Salem Highway in Polk County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asburry
Art Duffy

RECEIVED
AUG 7 - 1968
FOR FILING

27-1119

4182

August 6, 1968

Oregon State Highway Commission

Gentlemen:

Since completion of the Independence Y-West Salem Section of the Willamina-Salem Highway, slides have continued to be a problem.

At the intersection of the Doakes Ferry County Road, which is near Holman State Park, unstable ground conditions have necessitated continuous maintenance. To eliminate this problem, we recommend the construction of a deep interceptor drain in an effort to eliminate excessive moisture which is causing a slippage and bulging in the County Road connection. It is estimated that this work will cost approximately $50,000.

The matter will appear on the agenda for the August 20 meeting, and we request your approval to add it to the current State Construction Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

BG:jp/RLP:ca

bc: Floyd Query
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
R. D. Asburry

S-554(2) Hermiston-Meadow Valley Interch.1968
Sec., of FAS 911, about 3 mi.
#7183 southwest of Hermiston.

RECEIVED
JAN 10 1969
FOR FILING

S-554(2)
7183

January 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 1, 1968, on Contract No. 7183. The contract was with Goodat Crane Service and Goodat Crushed Rock and was for structures on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1969, and that you concur in this procedure at the Commission meeting on January 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
JAN 10 1969
FOR FILING

S-554(2)
7183

January 10, 1969

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7183 awarded to Goodat Crane Service and Goodat Crushed Rock for structures on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County was completed on November 1, 1968, and accepted by the Highway Commission on January 10, 1969.

Final payment in the amount of $2,249.65 will be released to the contractor after January 17, 1969. The total contract amount is $45,569.05 including $66.51 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Goodat Crane Service
and Goodat Crushed Rock
1735 S. E. Union Avenue
Portland, Oregon 97214

A. F. Parson
Frank Morgan
C. H. Maison
Attn: John Herr

C

Fo pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 10-75	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-3-68	COUNTY Umatilla PROJECT NO. S-554(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hermiston-Meadow Valley Interchange Section on FAS 911

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-14-68	0.020
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,522	$ 31,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By /s/ F. B. Klaboe

Asst. State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By /s/ G. L. Green
(Division Engineer)

for: R. E. Simpson

Date executed by Division Engineer October 3, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-554(2)

HERMISTON-MEADOW VALLEY INTERCHANGE SECTION

ON FAS 911 IN UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, September 25, 1968

Type Code Y007
Roadway (Sta. 105+50) (Contract No. 7183)

Embankment in Place	110 cu. yd.	$ 4.00	$ 440.00
60-inch Arch Type Pipe	66 lin. ft.	25.42	1,677.72
60-inch Culvert End Sections	2 only	325.50	651.00
Temporary Protection and Direction of Traffic	All Required		499.88
Removal of Old Bridges	All Required (25%)		437.50
			$ 3,706.10
Flagging (60% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 3,806.02
	10% Engr. & Cont.		380.90
	Total		$ 4,187.00

Type Code X080
Bridge #9676 (Sta. 32+13 to Sta. 32+50.50)

Remove Old Bridge	All Required (25%)		$ 437.50
Structural Excavation	50 cu. yd.	$ 3.00	150.00
Structural Excavation Below Elevation Shown	4 cu. yd.	2.00	8.00
Furnish 10 BP 42 Steel Piling	360 lin. ft.	3.50	1,260.00
Drive Steel Piles	8 only	125.00	1,000.00
Splice Steel Piles	2 only	20.00	40.00
4' x 35'/40' Prestressed Slabs	8 only	1,008.50	8,068.00
Structural Steel (6,300 lbs.)	All Required (34%)		1,652.70
Metal Rail	88 lin. ft.	17.15	1,509.20
			$14,125.40

Type Code X080
Bridge #9677 (Sta. 52+78 to Sta. 53+10)

Remove Old Bridges	All Required (25%)		$ 437.50
Structural Excavation	30 cu.yd.	$ 3.00	90.00
Structural Excavation Below Elevation Shown	3 cu.yd.	2.00	6.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	3.50	1,260.00
Drive Steel Piles	8 only	125.00	1,000.00
Splice Steel Piles	2 only	20.00	40.00
4' x 30'/35' Prestressed Slabs	8 only	930.00	7,440.00
Structural Steel (6,100 lbs.)	All Required (33%)		1,604.10
Metal Rail	75 lin.ft.	17.15	1,286.25
			$13,163.85

Type Code X080
Bridge #10415A (Sta. 21+44 to Sta. 21+81.50)

Remove Old Bridges	All Required (25%)		$ 437.50
Structural Excavation	30 cu.yd.	3.00	90.00
Structural Excavation Below Elevation Shown	3 cu.yd.	2.00	6.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	3.50	1,260.00
Drive Steel Piles	8 only	125.00	1,000.00
Splice Steel Piles	2 only	20.00	40.00
4' x 35'/40' Prestressed Slabs	8 only	1,008.50	8,068.00
Structural Steel (6,100 lbs.)	All Required (33%)		1,604.10
Metal Rail	87 lin.ft.	17.15	1,492.05
			$13,997.65
	Subtotal (Strs.)		$41,286.90
	10% Engr. & Cont.		4,128.10
	Total		$45,415.00
Credit for Bridge Steel	All Required		$(80.00)
	Total		$45,335.00

Length of Roadway	0.000 mile
Length of Structures	0.020 mile
Total	0.020 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 4,187.00	$ 2,600.00	$ 793.50	$ 793.50
Structures	45,335.00	28,800.00	8,267.50	8,267.50
Total	$49,522.00	$31,400.00	$9,061.00	$9,061.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

C

RECEIVED
NOV 13 1968
FOR FILING

S-554(2)
7183

September 20, 1968

Bid Sept. 12

Goodat Crane Service and
Goodat Crushed Rock
1735 S. E. Union Avenue
Portland, Oregon 97214

Gentlemen:

The State Highway Commission on September 17 accepted your proposal for structures on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County for the sum of $44,993 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Umatilla County is received and the sum of $10,380 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7183. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 2, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson
Harry Woodward
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

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SEP 5 - 1968
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S-554(2)
7183

MISC. CONTRACTS and
AGREEMENTS No. 3586

September 4, 1968

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Jessie Ball
County Clerk

Gentlemen:

Attached is a fully executed copy of an agreement on the Hermiston-Meadow Valley Interchange Section of Westland Road (FAS 911).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. H. S. Cox
(conformed copy)

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FOR FILING

8-14-68

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8/14/68

BY (Signature): L. H. Young

TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 997 THRU 999

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
997	S-321(4)	0.01	32,000	19,200	Arnold Rd. (COI) Br.	1 structure
998	S-15-052(1)*	8.22	2,600,000	1,638,000	Crater Lake Hwy Brownsboro Sec.	Gr., Pave., - 3 structures
999	S-554(2)	0.02	55,000	33,000	Hermiston-Meadow Valley Interchange Sec.	3 structures
			$2,687,000	$1,690,200		

Item 997 is classified as "Safety" project.

* IEM code:
15-05(201)

Young

REMARKS (Division) Item 998: System revision was approved August 12, 1968

Item 999: It is understood that arrangements will be made with or without Federal-funds to adequately protect the railroad crossing located near the southern terminus of the project in accordance with PPM 21-10. Failure to provide protection within a reasonable time could be cause for withdrawing Federal participation in this project.

You are authorized to proceed with all actions including utility work necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8/14/68	for R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15366-F

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. M.P. 0.76, 0.96, 1.33 & 2.32 21 65	**ADT**	PRESENT 525	FUTURE 950 (66) (70)	YEARS 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 3 Bridges 28 52	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Umati
	NAME OF URBAN AREA 17-31	ROUTE NO. S FEDERAL-AID 91

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		Co.Rd. M.P. 0.76, 0.96, 1.33 and 2.32 North of Jct. I-80N (Hermiston-Meadow Valley Interchange Section)			
5					**ROW**					
5					**CONST** (CODE)			0.02	55,000	33,000
							PROJECT TOTALS	0.02	55,000	33,000
									(16) (23)	(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

7183

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 525	FUTURE 950 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 999 (14) (19)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 554(2) 7	SEQ. NO. 13

I. Projects Only: POST MI. (24) (26) DESIG. 27

COUNTY NAME: Umatilla CODE 059 (14) (16)

ROUTE NO. S — FEDERAL-AID: 911 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
.96, of	(54) (58)	(59) (66)	(67) (76)			Three prestressed concrete slab deck bridges, length 107', HC 32'. Install 60" Arch-Type Culvert Pipe. (Future 2 - 12' H.T. Pave. with 4' shldrs.) ROW - 70' maximum; Access Control - none; Parking Restrictions - none.
	0.02	55,000	33,000	11,000	11,000 (Co.)	
	0.02	55,000	33,000	11,000	11,000 (Co.)	
		(16) (23)	(24) (33)			

REMARKS Relocation Assistance - none involved.

USCOMM DUSCOMM-DC 48905-P61

HERMISTON-MEADOW VALLEY INTERCHANGE SECTION

PROJECT S-554(2)

Existing Facilities

Four small structures described as follows:

23' steel "I" beam span on St. "I" beam piling,	H.C. 21.5'	(M.P. 0.76)
19' creosote treated F.T. span,	H.C. 21.5'	(M.P. 0.96)
21' T.B. span on concrete abutments,	H.C. 24'	(M.P. 1.33)
23' T.B. span on concrete abutments,	H.C. 24'	(M.P. 2.32)

Adjacent Sections

North End: 32' roadway with a thin oil surface.
South End: 32' roadway with a thin oil surface.

Project Data

Construct three bridges, each having a H.C. of 31.5' of prestressed concrete slab deck on steel piling, with railings. Two of these bridges are 37.5' long and the third being 32' long.

Install a 60" arch-type pipe, 66' long, adjust irrigation facilities.

Detours are county responsibility.

Right-of-Way: 70' maximum
Access Control: None

RR Xing at M.P. 0.70:

Railroad - Union Pacific
No. of Tracks - One
No. of Trains - 20 (6 Passenger, 14 Freight)
No. of High Speed Trains - 6
Present Protection - Advance warning and X-Bucks.
Proposed Protection - Flashing lights with Short Arm Gates.

Minimum Design Standards: No exceptions.
System Action: Completed.
Public Hearing: Not required.

Unusual or Complicated S

Under this project there
within Railroad right of
will be programmed as a
near future, as soon as
tained by Umatilla Count
required paving of the c

Route Data: See S-554(1

HANGE SECTION

H.C. 21.5' (M.P. 0.76)
H.C. 21.5' (M.P. 0.96)
H.C. 24' (M.P. 1.33)
H.C. 24' (M.P. 2.32)

ce.
ce.

f 31.5' of prestressed
ings. Two of these
' long.

t irrigation facilities.

, 14 Freight)

and X-Bucks.
with Short Arm Gates.

Unusual or Complicated Situations

Under this project there will be no work at the Railroad Crossing within Railroad right of way. The signals and gates for crossing will be programmed as a separate Railroad Crossing Project in the near future, as soon as PUC order and Railroad agreement are obtained by Umatilla County. Umatilla County will perform the required paving of the crossing at that time.

Route Data: See S-554(1)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL - AID P

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct. I-80N NE. 4.5 mi. to Hermiston 21 65	**ADT**	PRESENT 525	FUTURE 950 (66) (70)	YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High-Type Pave., 3 Bridges 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)	

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Uma
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AI

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. Jct. I-80N NE. 4.5 mi. to Hermiston			
5					**ROW**		(Hermiston-Meadow Valley Interchange Section)			
5					**CONST** (CODE)			4.5	183,000	109,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.5	183,000	109,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7/13

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
miston	**ADT**	525	950	88	08	Oregon	35	022	993
65			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					S	554	(2)		
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7	13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Umatilla	059 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	911 (32)	Co. Rd. (36)	(37) (41)

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(54) (58)	(59) (66)	(67) (76)			2-12' lanes H.T. Pave. with 4' paved shldrs., install 60" arch metal culvert and adj. irrigation facility, 3 Brs. (Length 107', H. C. 32'). ROW-70' max.; Access Control-None; Parking Restrictions-None
4.5	183,000	109,800	36,600	36,600 (Co.)	
4.5	183,000	109,800	36,600	36,600 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Relocation Assistance - None involved.

EXISTING FACILITIES: 32-foot roadway with a light oil wearing surface. A bridge over the Umatilla River 245 feet long and 32-foot clear roadway. Four small structures are described as follows:

23' steel "I" beam span on St. I beam piling, H.C. 21.5' (MP 0.76);
19' creo. tr. F.T. span, H.C. 21.5' (MP 0.96);
21' T.B. span on concrete abutments, H.C. 24' (MP 1.33);
23' T.B. span on concrete abutments, H.C. 24' (MP 2.32).

ADJACENT SECTIONS:
NORTH END: FAS 460

SOUTH END: I-80N

PROJECT DATA: Pave top width with AC 32' wide. Construct three small bridges, each having a H.C. of 31.5' of prestressed concrete slab deck on a steel piling. Two of these bridges are 37.5' long, and the third being 32' long. 60' arch type metal culvert - adjust irrigation facilities. Work within the railroad right of way will be done later.

RIGHT OF WAY: 70' maximum
ACCESS CONTROL: none

RR XING: Railroad - Union Pacific
No. of Tracks - One
No. of Trains - 20 {6 Passenger
{14 Freight
No. of High Speed Trains - 6
Present Protection - Advance warning and X-Bucks.
Proposed Protection - Flashing lights with Short Arm Gates.

MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION completed
PUBLIC HEARING: not required

UNUSUAL OR COMPLICATED SITUATIONS: - Under this project there will be no work at the Railroad Crossing within Railroad right of way. The signals and gates for crossing will be programmed as a separate Railroad Crossing Project in the near future, as soon as PUC order and Railroad agreement are obtained by Umatilla County. Umatilla County will perform the required paving of the crossing at that time.

ROUTE DATA: See S-554(1)

135-1117 S. Unit, Richmond Jct.-Girds Cr.1968
Rd. Sec., Service Cr.-Mitchell Hwy.
#7184 (Grading and Oiling)

RECEIVED
JUL 25 1969
FOR FILING

135-1117

7184

July 25, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 29, 1969, on Contract No. 7184. The contract was with F. H. McEwen Construction Company and was for grading and oiling on the South Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 25, 1969, and that you concur in this procedure at the Commission meeting on August 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
L. H. Young
F. D. Morgan
J. F. Putnam
H. S. Coulter

srb sr

RECEIVED
JUL 28 1969
FOR FILING

135-1117

7184

July 25, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7184 awarded to F. E. McKeen Construction Company for grading and oiling the South Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County was completed on May 29, 1969, and accepted by the Highway Commission on July 25, 1969.

Final payment in the amount of $3,499.20 will be released to the contractor after August 1, 1969. The total contract amount is $69,522.60 including $324.82 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Mead, Assistant Secretary

fhm

cc F. E. McKeen Constr. Co.
Route 7, Box 97A
Eugene, Oregon
J. F. Putnam
H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Herr

135-1117
7184

FORM E-1 (REV 12-56)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Richmond Junction - Gird's Creek Road
WEEK ENDING: July 12, 1969
SECTION PREFIX: 135-1117
HIGHWAY: Service Creek - Mitchell
COUNTY: Wheeler
NAME OF JOB: S. Unit, Richmond Jct.-Gird's Cr. Rd.
KIND OF WORK: Grading and oiling
CONTRACTOR: F. H. McEwen Const. Co.
CONTRACT NUMBER: 7184
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 17, 1969
DATE WORK STARTED: Oct. 4, 1969
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 190
CALENDAR DAYS USED: 151
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 79
PROJECT AUTHORIZATION: $95,446.62
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $87,110.67
ENGINEERING AUTHORIZATION: $8,355.95
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $79,866.00
ENGINEERING COST TO DATE: $13,000.00
DATE PROJECT WAS COMPLETED: May 29, 1969
ESTIMATED PERCENT: UNDERRUN Tot. Auth. 2 %
PERCENT OF AUTHORIZATION: 156 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.04	2.04		2.04	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,700 CY	14,500 CY		1330CY 166T	
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	44,653	14,986		1225 150	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond B
Walker
Litchfield

RECEIVED
JUL 1[illegible] 1969
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to Division IV Office July 9, 1969

****** FINAL REPORT*****

SIGNED H W Robertson LOCATION Bend
for: R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 19 1968
FOR FILING
135-1117
7184

September 19, 1968

F. H. McEwen Const. Co.
Route 7, Box 97A
Eugene, Oregon

Gentlemen:

Enclosed are three copies of Contract No. 7184 for $71,141 awarded to you by the State Highway Commission on September 17, 1968. This contract is for grading and oiling on the South Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 1, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Robert Clarke

RECEIVED
AUG 13 1968
FOR FILE

135-1117

7184

August 12, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County has been completed. The route for this project follows the existing facility with minor changes in grade and alignment to ease sharp curves. A public hearing will not be required for this project. The length of this project is 8.45 miles and a map is attached for your information.

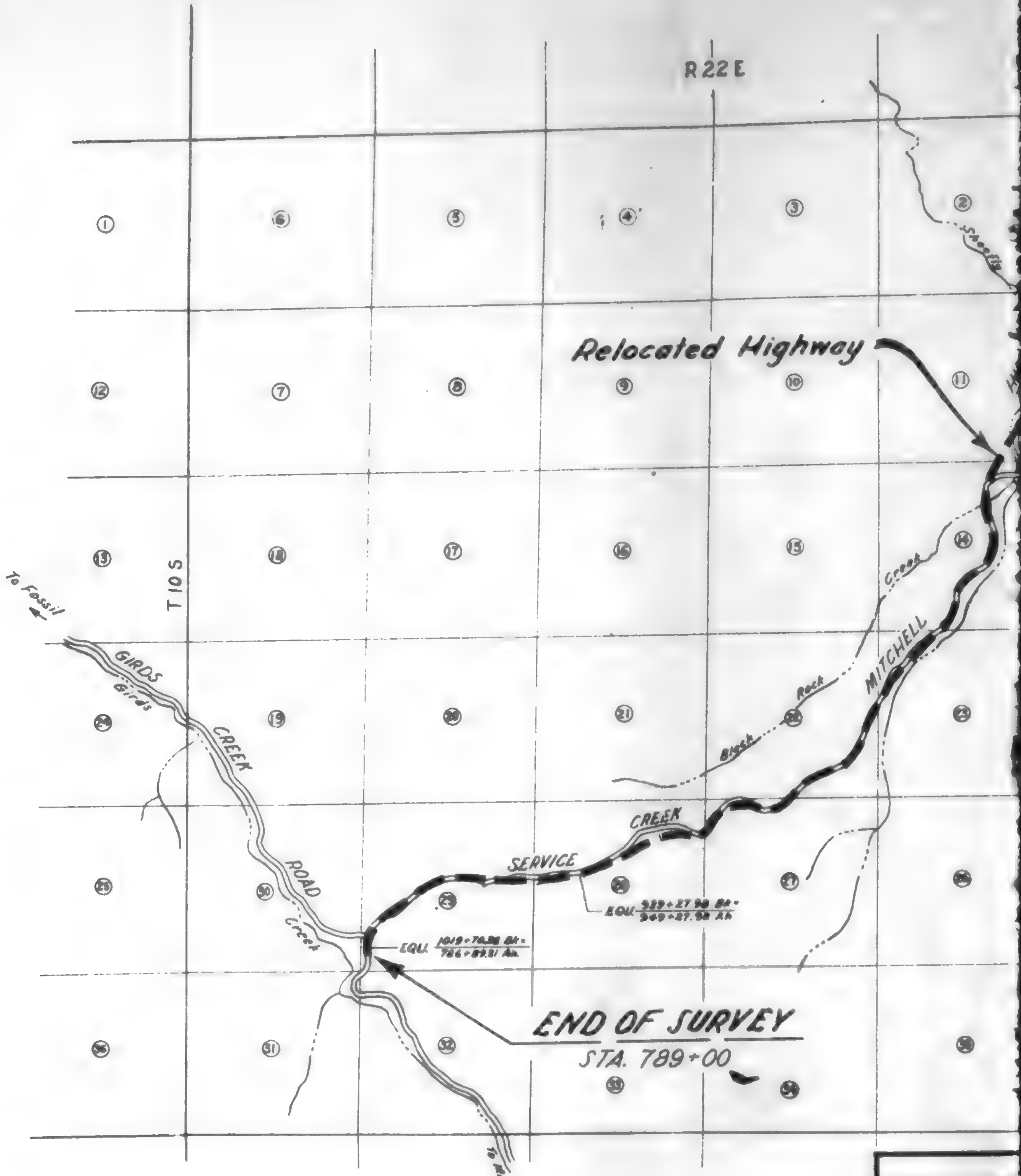
The estimated construction cost of this project is $555,000 and the estimated cost of right-of-way is $25,000, for a total estimated cost of $580,000. To make some showing on this highway, we asked and received approval July 9, 1968, to construct the southerly 2.0 miles of this project in an amount of $80,000, which was added to the current State Construction Program.

We request your approval of the survey and authority to purchase the necessary right-of-way throughout the project. Construction of the southerly 2.0 miles is contemplated with State funds this fall with the remainder to be contracted when sufficient funds are available. This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
BG:jp lms
bc:
- Floyd Query
- R. L. Porter
- F. B. Klaboe
- Victor D. Wolfe
- C. H. Maison
- F. D. Morgan
- D. H. Moehring
- A. F. Parson


R22E
T10S
Relocated Highway
To Fossil
GIRDS CREEK ROAD
Girds Creek
MITCHELL
Black Rock Creek
SERVICE CREEK
EQU. 1019+70.38 Bk = 786+89.31 Ah.
EQU. 339+27.98 Bk = 349+27.98 Ah
END OF SURVEY
STA. 789+00
To Mitchell
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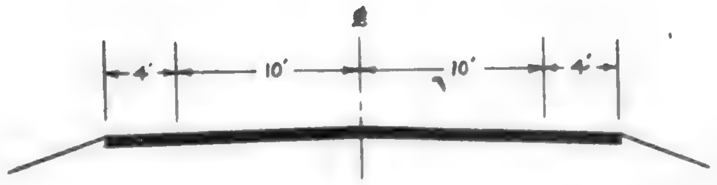

TYPICAL SECTION

PUBLIC HEARIN
SYSTEM ACTION
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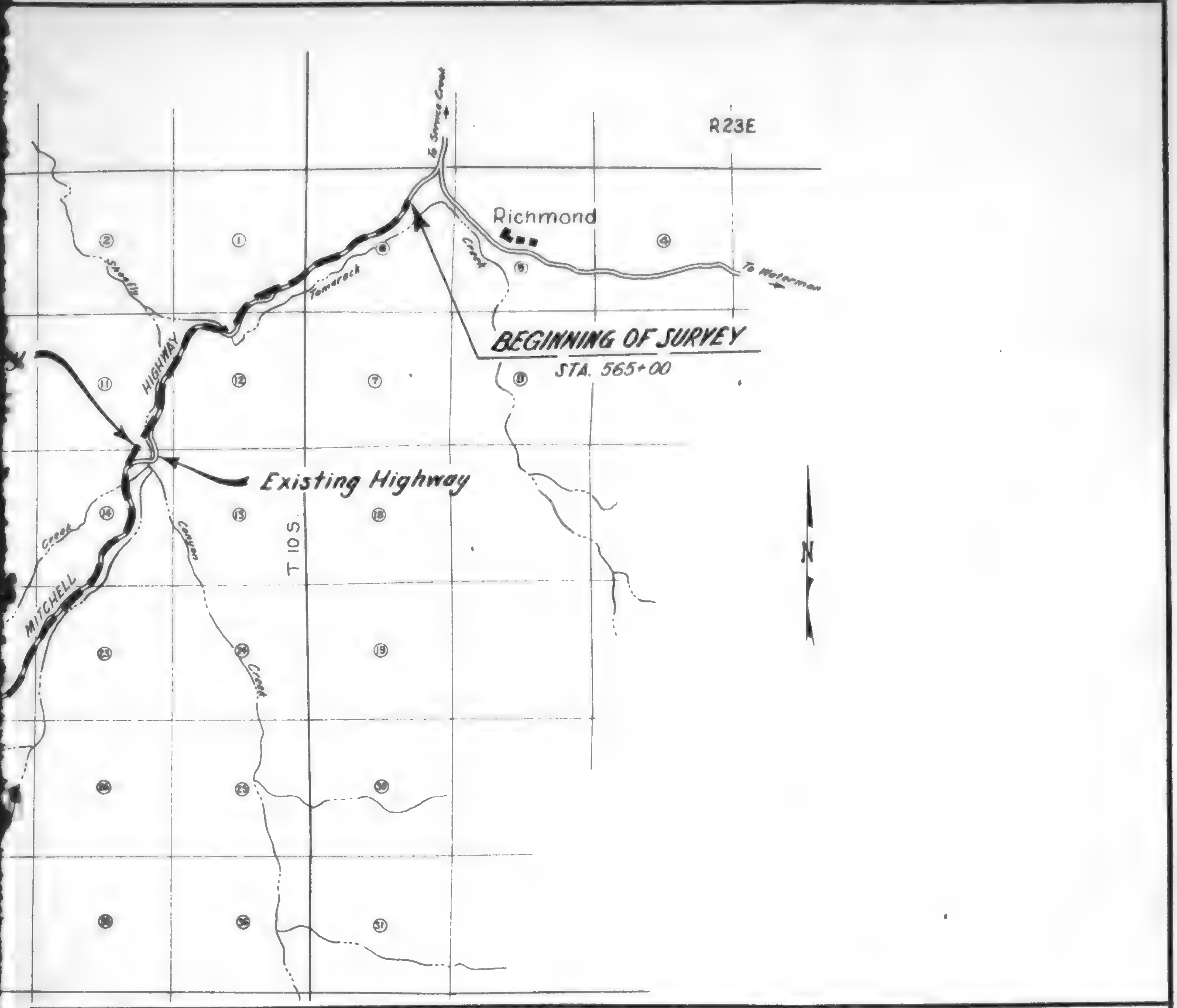
STATE
BURE
THROUGHWAY
ACCESS CONTR

APPROVED

8.45 Mi..

DRG. NO. 1R-4-343


To Service Creek
R23E
Richmond
To Waterman
Shoofly
Tamarack
Creek
BEGINNING OF SURVEY
STA. 565+00
HIGHWAY
Existing Highway
Creek
Canyon
Creek
MITCHELL
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PUBLIC HEARING None Required
SYSTEM ACTION
COUNTY None Required
STATE HIGHWAY COMMISSION None Required
BUREAU OF PUBLIC ROADS None Required
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL Limited

APPROVED: AUG - 8 1968, 19

R. L. Porter

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

RICHMOND JCT. ~ GIRDS CR. RD.

SERVICE CREEK - MITCHELL HWY.

WHEELER COUNTY

DRG. NO. 1R - 4 - 343

SCALE: 1" = 1 Mile
DATE: August, 1968

FOR DETAILS SEE DRG. NO.

I-80N-7(25) Lime Section, Old Oregon 1969
341 Trail Hwy., SE of Baker (Grad.,
#7185 pav., struct. & sign.) Folder #3

RR- 665

7185

OREGON STATE
HIGHWAY DIVISION
Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 9, 1976

RECEIVED
STATE HWY ENGR
FEB 11 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Mrs. Mildred E. Langley
St. Rte.
Huntington, Oregon 97907

Dear Mrs. Langley:

Your letter concerning the complaint on the maintenance of the access road has been forwarded to this office to investigate and answer.

577-H

The access road easement says the State has the non-exclusive right to construct, maintain, and operate a haul road. We interpret this to mean that when we use the road, we repair any damage to the road. All other damage is the responsibility of the owner.

To the best of my knowledge, we have not been using this road.

If I can be of any other assistance, please contact this office.

Sincerely,

W. E. Schwartz
Regional Engineer

By

Bob Aldrich
Regional Office Engineer

BA:sh

cc H. W. Coulter w/attach
C. K. Ansell "
Ralph Carter "

NOTED
H.S. COULTER

RECEIVED
FEB 11 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR

FEB 3 '76

REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

Dear Gentlemen:

Your agreement with me on our access Road was you maintained it. The reason I'm writing ~~is~~ this winter I contacted your office in Ontario And they wouldn't come over and take care of the road. We used the cat to clear the road and we figure the time is worth $54 for the time we used it on the Road and that was only when we couldn't get out. The Road is in bad need of repair and we would appreciate an answer on this matter, and payment for having to clean the road. I have had the road fixed up before and we did the work. According to your agreement you maintain the road and I think you should have to do it. Hope to hear from you soon

Sincerely
Mildred E Langley.
St. Rte.
Huntington, Oregon 97907

7185

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 27, 1976

Mr. Dale D. Allen
Regional Construction Engineer
2111 Adams Avenue
LaGrande, OR 97850

RE: Mildred E. Langley vs. Gibbons & Reed Construction

Dear Dale

I do not see anything wrong with furnishing the attorney with the information that he requests regarding the lawsuit between Mrs. Langley and the contractor. If the information that they need is not available in your office please request it from other offices that may have it.

All of the information that they are requesting is public record and they are entitled to it.

If it requires a great deal of time and effort to dig out the information then you are entitled to charge them for the time spent in securing the information and in making copies of it.

Sincerely yours

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:clh
cc: Scott Coulter ✓
C. T. Keasey
Roger Gebauer
Richard Lenz
Dale Hiatt

NOTED
H.S.COULTER

RECEIVED
JAN 28 1976
Office of
Assistant State Highway Engineer

7185

5

files

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

Roy L. Houck Sons Corp.
P. O. Box 671
SALEM, OR 97308

Re: Lime Section
Contract 7185

Gentlemen:

Final Billing has been received from the Union Pacific Railroad. Total Railroad costs were $143,382.16.

Total Protection and Haul Road Costs		$101,152.03
Less State Share		35,000.00
Total Contractor Share		66,152.03
Less Amount Paid		30,030.49
		$ 36,121.54
Amount Being Withheld	$53,500.00	
Current Charge	36,121.54	
Amount being Released on Post Final Voucher		$ 17,378.46 ✓

Very truly yours,

V. E. Skoog

V. E. Skoog
Fiscal Officer, OREDOT

JJ;pl

NOTED
C. W. HEAD

cc Aetna (Portland)
St Paul (Gen Tran)
Stack Const. (Medford)

NOTED ON CARD
3/18/74
fw

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5

OREGON STATE
HIGHWAY DIVISION

7155
HIGHWAY BUILDING • SALEM, OREGON • 97310

May 2, 1973

Mr. H. B. Johnson
Jackson & Johnson
Attorneys at Law
Post Office Box 885
Baker, Oregon 97814

RE: Mildred Langley Claim – #7155
Weatherby-Lime Section
Old Oregon Trail Highway

Dear Mr. Johnson:

As I indicated we would do in my letter of April 24, 1973, we have further investigated the circumstances involved in the loss of Mrs. Langley's bull on U.P.R.R. right of way adjacent to our construction project on the Weatherby-Lime Section in November, 1970.

Our Region Engineer in LaGrande, Mr. W. E. Schwartz, contacted Mr. C. H. Hawker, Claims Agent for U.P.R.R., as you suggested. The pictures Mr. Hawker has do indicate that the fence was cut in the area where the bull apparently got onto the railroad right of way. There were also a number of survey stakes in the ground on Union Pacific right of way in the vicinity of the opening.

Mr. Schwartz also discussed this incident with one of our employees, who was a member of the survey crew working on the project, who denies that our survey crews ever cut any of this fence. It is unlikely that they would cut the fence, as it was a four-strand barbed wire fence which could easily be climbed through or over.

cy W Johnson
5-3-73

Our contractor on the project, Gibbons and Reed, whose address you have, did, however, have a crew in that area removing the old fence at about this time.

With this further investigation, we are confident that our survey crews did not cut the fence, allowing the bull to escape, and we must therefore deny any responsibility for the loss.

Very truly yours,

Keasey

C. T. Keasey
Construction Engineer

CTK:fw
bc: H. S. Coulter
Jack L. Sollis
W. E. Schwartz

RECEIVED
MAY 3 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

Routing
Keasey
1 Bond
Jackson
Hardt
Johnsen
Walker

RECEIVED
APR 30 1973
CONSTRUCTION
SECTION

Pease
Glenn
Berg

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 27, 1973

SUBJECT: Langley Claim
Weatherby - Lime Section
Old Oregon Trail Highway
Baker County
Contract 7352
-1185

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

In response to your recent letter to Attorney H. B. Johnson on the above claim, I contacted Mr. C. H. Hawker of U.P.R.R. as you directed.

Mr. Hawker is the claims agent for U.P.R.R. and in this capacity had been called to investigate the livestock loss. He examined the area where the bull was killed, took a statement from the owner, took some pictures, and made his own report in which he concluded that someone other than the U.P.R.R. was liable for this livestock loss.

Mr. Hawker has pictures which clearly show that the fence had been cut and repaired by U.P.R.R. section crews. He also stated that at the time he made his investigation the ground was muddy and tracks clearly indicated that the bull entered the U.P.R.R. right-of-way through this opening. From this point on, all of his evidence is circumstantial. There were a number of survey stakes in the ground, one set being right at the fence cut, and from this he concludes that our survey crew cut the fence. In his report, and in the statement taken from the land owner, it was indicated that the Contractor had been working in the area and had removed all of Langley's fence east of the highway.

I again questioned Mr. Ray O. Dillon who was a member of the crew working on this project. He denies that our survey crews ever cut any of this fence.

It seems more likely to me that the Contractor's fence crew actually made this cut since he had a crew in this area who had been removing the old fence.

Based upon Mr. Hawker's evidence, I would conclude that U.P.R.R. was not the guilty party. I would also conclude that our own crews were not guilty because it is just not our practice to do such a thing. The fence is a 4-strand barbed wire fence which can easily be climbed through without cutting. This leaves the Contractor, who I believe is responsible for this loss.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES/blv
cc: C. D. Hiatt

JACKSON & JOHNSON
ATTORNEYS AT LAW
1933 COURT STREET - P. O. BOX 885
BAKER, OREGON 97814

WILLIAM L. JACKSON
H. B. JOHNSON

TELEPHONE
JAckson 3-3834

April 26, 1973

RECEIVED
APR 30 1973
CONSTRUCTION
Glenn
Berg

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Mildred Langley

Dear Mr. Keasey:

This will acknowledge receipt of your letter of April 24.

Thank you very much.

Sincerely,

H B Johnson

H. B. Johnson

HBJ/ln
cc: Mrs. Mildred Langley

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7185

April 24, 1973

Mr. H. B. Johnson
Jackson & Johnson
Attorneys at Law
Post Office Box 885
Baker, OR 97814

7185

Dear Mr. Johnson:

I have your letters of April 11 and 12 to Mr. Tom Edwards (now retired) regarding the Langley cattle claim on the Weatherby-Lime Section of the Old Oregon Trail Highway.

It was thought that this claim had been resolved since we had no communication from you after forwarding your letter of August 17, 1972, to the prime contractor on this project, Gibbons and Reed Company, advising that the claim was being tendered to them.

As you know, our insurance carrier, Chubb/Pacific Indemnity Group, wrote to Mrs. Langley on August 14, 1972, denying her claim against the State.

You mentioned that you had talked to Mr. C. H. Hawker, claims man for Union Pacific, who alleged that one of our survey crews had cut the railroad fence in order to place some stakes within the Union Pacific right-of-way and had failed to repair the fence. Our previous investigation did not indicate that this was the case. I am, however, asking our Region office to investigate this further. As soon as a report is received, I will let you know the results of the investigation.

The prime contractor on this project, which included the fertilization on the right-of-way, was Gibbons and Reed Company, Post Office Box 13388, Portland 97213. Their representative for this project, to whom the claim was tendered, was Mr. R. E. Westerman.

Very truly yours,

Keasey

C. T. Keasey
Construction Engineer

CTK:ia

bc H. S. Coulter
W. E. Schwartz

JACKSON & JOHNSON
ATTORNEYS AT LAW
1933 COURT STREET - P. O. BOX 885
BAKER, OREGON 97814

WILLIAM L. JACKSON
H. B. JOHNSON

TELEPHONE
JACKSON 3-3634

April 12, 1973

RECEIVED
APR 16 1973
Pease
Glenn
Berg

Mr. Tom Edwards
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Mildred Langley Claim

Dear Mr. Edwards:

I am enclosing a copy of a letter which I received earlier in this matter which was not in the Langley file when I dicated my letter to you of April 11.

I have been expecting some response to my letter of August 17, 1972, but I have not heard from Mr. Keasey.

Sincerely,

HBJohnson

H. B. Johnson

Otherwise I would have directed to letter to him –

HBJ/ln
enc.
cc: Mrs. Mildred Langley

RECEIVED
APR 16 1973
Office of
Assistant State Highway Engineer

cy. Dallis
4-13-73

RECEIVED
STATE HWY ENGR
APR 13 '73
REFER TO
[illegible]
FOR
Info
Files
R/C

JACKSON & JOHNSON
ATTORNEYS AT LAW
1933 COURT STREET - P. O. BOX 885
BAKER, OREGON 97814

WILLIAM L. JACKSON
H. B. JOHNSON

TELEPHONE
JACKSON 3-3634

April 11, 1973

RECEIVED
APR 16 1973
Glenn
Berg

Mr. Tom Edwards
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Langley Claim
Cattle Loss

Dear Mr. Edwards:

Mrs. Langley asked me some time ago to look into the matter regarding the various livestock loses they had during the highway construction work near Huntington.

In respect to the loss of a registered bull on Union Pacific right of way on November, 1970, I have talked to C. H. Hawker, their claims man, and he advised me that the bull was able to get on UPRR right of way because of the State Highway survey crew had cut the fence in order to place some stakes within the UPRR right of way and they it failed to repair the fence after they left.

He is stationed in La Grande, Oregon, and possibly you could have one of your personnel talk to Mr. Hawker, as he has pictures and other investigational information that he gathered and allowed me to look at but was not able to give me copies.

I don't see the necessity in having Mrs. Langley being forced to include Union Pacific Railroad in her claim if they can establish that this particular bull was killed under the stated circumstances.

I would also like your assistance on other Langley claims.

I would appreciate it if you could give me the name and mailing address of the contractor or sub-contractor that fertilized the right of way shoulders in an area about two to three miles north and west of Huntington. I would also appreciate it if you could advise me of the proper individual of Gibbons and Reed Construction Company, with a mailing address, to contact in respect to some other matters.

609

4-16-73
[illegible]
Pls answer

Your assistance in these matters, will be appreciated.

Very truly yours,

H. B. Johnson

HBJ/ln
cc: Mrs. Mildred Langley

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO
Coulter – Reply
FOR
Info Inves R/D DIR Sign Act File

cy Jack [illegible]

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 21, 1972

Jackson & Johnson
Attorneys at Law
P. O. Box 885
Baker, Oregon 97814

Attention Mr. H. B. Johnson

Gentlemen:

RE: Langley Claim for Lost Cattle

Your letter of August 17, 1972 is being referred to our Construction office. The data relative to our meeting with Mildred E. Langley on December 16, 1971 and the data for our meeting with Mrs. Langley and the contractor's representatives on February 22, 1972 have been referred to the Salem office.

It would be appreciated if any further correspondence relative to this matter were addressed to Mr. C. T. Keasey, Construction Engineer, State Highway Building, Salem, Oregon 97310.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc C. T. Keasey

7185. 5

STATE COPY

MONTHLY TRANSACTION NUMBER 4-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NUMBER 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Baker
MODIFICATION NUMBER 2	(PPM 21-7) 4-10-73	PROJECT NUMBER I-80N-7(25)341

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 6, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,962,612	$ 3,995,948
Federal Funds	$ 3,655,900	$ 3,686,600
Other revisions		

This modification is made for the following reasons:

Increase in final cost of extra work items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
V.V. Cusack (Division Engineer)
(Acting)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid Project No.
I-80N-7(25)341

LIME SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, April 3, 1973

Revised Project Agreement Estimate.

Type Code 7221
Roadway (Sta 620+50 to Sta. 815+85)

Subtotal on previous estimate of July 14, 1969		$ 2,806,988.55
Previous Estimate		
EWO 1 Flagging (60% of contractor's cost)	All Required	5,000.00
EWO 3 Slide Correction	All Required	15,719.25
		$ 20,719.25
Revised Estimate		
EWO 1 Flagging (60% of contractor's cost)	All Required	17,329.61
EWO 3 Slide Correction	All Required	33,695.09
		$ 51,024.70
	Net Increase	$ 30,305.45
	Subtotal	$ 2,837,294.00
	10% Engr & Cont.*	283,229.00
	Total	$ 3,120,523.00

*Reduced in accordance with Par. 5C PPM 30-6 (Project Field Offices)

Type Code X321
Structure #9354 (Sta. 660+28.60 to Sta. 665+30.60)

Total for structure same as previous estimate of July 14, 1969	$ 875,425.00

Length of Roadway - - - - - - 3.603 miles
Length of Structure - - - - - 0.087 mile

Total Length 3.690 miles

Cost of Roadway per mile	$ 866,090.20

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$3,120,523.00	$2,878,933.00	$241,590.00
Structure	875,425.00	807,667.00	67,758.00
Total	$3,995,948.00	$3,686,600.00	$309,348.00

Group 1 - 100%
Prefix 601-1065
Contract No. 7185

STATE COPY

C

Monthly transaction number 7-52	FO[illegible] PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-[illegible]-69	County Baker
Modification number 1		Project number I-80N-7(25)341

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 6, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,941,934	$ 3,962,612
Federal funds	$ 3,636,000.00	$ 3,655,900.00
Other revisions		

This modification is made for the following reasons:

To include items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1969.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

USCOMM-DC 28384-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(25)341

LIME SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Revised project agreement estimate to include items previously retained in program status.

Salem, Oregon, July 14, 1969

Type Code 7221
Roadway (Sta. 620+50 to Sta. 815+85) (Contract No. 7185)

Furnish Field Laboratory Building	1	only	$500.00	$ 500.00
Temporary Protection & Direction of Traffic	All	Required		10,000.00
Clearing and Grubbing	All	Required		284,925.00
Removal of Pavement	4,000	sq.yd.	0.25	1,000.00
Ditch Excavation, Unclassified	1,250	cu.yd.	2.00	2,500.00
General Excavation, Unclassified	1,843,000	cu.yd.	0.53	976,790.00
Overhaul	176,000	C-yd.Sta.	0.10	17,600.00
Extra for Selected Subgrade Material	106,000	cu.yd.	0.15	15,900.00
Extra for Selected Rock Slope Protection Material	21,300	cu.yd.	1.05	22,365.00
Extra for Selected Rock Channel Protection Material	4,630	cu.yd.	2.00	9,260.00
Extra for Disposal of Excess Material	156,000	cu.yd.	0.01	1,560.00
Finishing Roadbed and Slopes	3.69	mile	500.00	1,845.00
Rounding Cutbanks	4,000	lin.ft.	0.20	800.00
Trench Excavation	1,170	cu.yd.	4.00	4,680.00
Watering	25,700	M-gal.	3.00	77,100.00
Obliteration of Roadway	2,500	sq.yd.	0.20	500.00
Motor Grader	44	hr.	20.00	880.00
Tractor and Dozer	44	hr.	30.00	1,320.00
3/4" - 0 Material in Base	24,200	ton	1.60	38,720.00
Plant Mix Stone Base	113,300	ton	1.50	169,950.00
3/4" - 0 Aggregate in Prime Coat	210	cu.yd.	5.00	1,050.00
MC-250 Asphalt in Prime Coat	32	ton	65.00	2,080.00
Class B Asphalt Concrete Mixture	24,000	ton	5.25	126,000.00
Asphalt Cement in Mixture	1,320	ton	34.00	44,880.00
8-inch Reinforced Concrete Pavement	840	sq.yd.	6.00	5,040.00
8-inch Continuously Reinforced Concrete Pavement	101,500	sq.yd.	5.25	532,875.00
12-inch Reinforced Concrete Bridge End Panels	410	sq.yd.	20.00	8,200.00
Pavement Terminal Anchors	400	lin.ft.	20.00	8,000.00
Class A Concrete in Box Culvert	185	cu.yd.	74.00	13,690.00
Reinforcement in Box Culvert	31,000	lb.	0.16	4,960.00

Loose Riprap	160 cu.yd.	$ 7.00	$ 1,120.00
15-inch Culvert Pipe	140 lin.ft.	4.00	560.00
18-inch Culvert Pipe	530 lin.ft.	5.00	2,650.00
24-inch Culvert Pipe	530 lin.ft.	6.00	3,180.00
30-inch Culvert Pipe	100 lin.ft.	8.00	800.00
36-inch Culvert Pipe	1,060 lin.ft.	12.00	12,720.00
48-inch Culvert Pipe	300 lin.ft.	16.00	4,800.00
8-inch Perforated Drain Pipe	440 lin.ft.	3.00	1,320.00
Extra for Pipe Under Railroad	All Required		20,000.00
18-inch Paved Culvert End Slopes	2 only	75.00	150.00
24-inch Paved Culvert End Slopes	3 only	100.00	300.00
36-inch Paved Culvert End Slopes	6 only	150.00	900.00
Vertical Alternate Flashing Beacon	1 only	300.00	300.00
Concrete Inlets, Type G-2M	4 only	200.00	800.00
Concrete End Pieces	1 only	150.00	150.00
Concrete Curbs	17 cu.yd.	50.00	850.00
Guide Posts, W-1	160 only	6.50	1,040.00
Guide Posts, Y-2	90 only	7.00	630.00
Type 2A, Guard Rail	17,000 lin.ft.	3.40	57,800.00
Guard Rail Anchors	12 only	200.00	2,400.00
Guard Rail Bridge End Connections	8 only	125.00	1,000.00
Median Barrier	20,400 lin.ft.	4,80	97,920.00
Type 2 Barricade	880 lin.ft.	2.50	2,200.00
Port. Barricade	4 only	100.00	400.00
Salvaging Guard Rail	770 lin.ft.	1.00	770.00
Salvaging Median Barrier	650 lin.ft.	1.00	650.00
Salvaging Type 2 Barricade	1,300 lin.ft.	1.00	1,300.00
Type 2A Guard Rail, Salvaged Guard Rail	770 lin.ft.	3.00	2,310.00
Type 2A Guard Rail, Salvaged Type 2 Barricade	1,300 lin.ft.	3.00	3,900.00
Median Barrier, Salvaged Median Barrier	650 lin.ft.	3.00	1,950.00
Type 2 Fence	2,500 rod	8.00	20,000.00
16' Type 2 Single Gate	1 only	150.00	150.00
20' Type 2 Double Gate	1 only	200.00	200.00
Metal Snow Fence	1,500 lin.ft.	7.00	10,500.00
24' Cattle Guards	1 only	1 ,800.00	1,800.00
28' Cattle Guards	7 only	2,200.00	15,400.00
Roadside Seeding	48 acre	100.00	4,800.00
Roadside Mulching	48 acre	100.00	4,800.00
Grass Seed Mixture	960 lb.	1.00	960.00
Inorganic Fertilizer (22-16-8)	192 Cwt	10.00	1,920.00
Signing			
Sign Support Footings	All Required		1,500.00
Breakaway Sign Posts	All Required		5,000.00
Pipe Sign Posts	All Required		1,000.00
Single Sign Support	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,000.00
Type A and B Signs in Place	567 sq.ft.	7.00	3,969.00
Type C, D, and R Signs in Place	646 sq.ft.	4.00	2,584.00
Type E, F, and G Signs in Place	149 sq.ft.	5.00	745.00
Type P Signs in Place	32 sq.ft.	6.00	192.00
Thermoplastic Pavement Arrows	4 only	100.00	400.00
			$2,687,760.00

Work By Union Pacific R.R.	All Required	$ 60,430.00
Railroad Protective Cost	All Required	35,000.00
Flagging (60% of Contractor's Cost)	All Required	5,000.00
Slide Correction	All Required	15,719.25
Striping (State Force Order No. 3)	All Required	1,379.30
Striping (State Force Order No. 4)	All Required	1,700.00
		$ 119,228.55
	Subtotal	$2,806,988.55
	*10% Engr. & Contract	280,198.45
	Subtotal	$3,087,187.00

*Reduced in accordance with Par. 5c PPM 30-6 (Project field offices)

Type Code X321
Structure #9354 (Sta. 660+28.60 to Sta. 665+30.60) (Contract No. 7185)

Shoring and Cribbing, etc.	All Required		$ 47,000.00
Structural Excavation	4,200 cu.yd.	$ 7.50	31,500.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish 10 BP 42 Steel Piling	2,945 lin.ft.	4.80	14,136.00
Drive Steel Piles	49 only	75.00	3,675.00
Splice Steel Piles	12 only	30.00	360.00
Class A Concrete (5,285 c.y.)	All Required		402,000.00
Metal Reinforcement (1,930,300 lb.)	All Required		267,000.00
Metal Parapet Railing, Single Pipe	1,020 lin.ft.	7.50	7,650.00
Preparation of Slopes	1,050 sq.yd.	3.00	3,150.00
Slope Paving	1,050 sq.yd.	9.00	9,450.00
Berm Paving	750 sq.yd.	7.00	5,250.00
Slope Paving Curb	220 lin.ft.	3.00	660.00
8-inch Steel Drain Pipe	110 lin.ft.	3.00	330.00
6-inch Standard Steel Pipe	140 lin.ft.	12.00	1,680.00
	Subtotal		$ 795,841.00
	10% Engr. & Cont.		79,584.00
	Total		$ 875,425.00

Length of Roadway - - - - - - - - - - - 3.603 miles
Length of Structure - - - - - - - - - - 0.087 mile
Total Length - - - - - - - - - - - - - 3.690 miles

Cost of Roadway per Mile - - - - - - $856,837.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,087,187.00	$2,848,233.00	$238,954.00
Structure	875,425.00	807,667.00	67,758.00
Total	$3,962,612.00	$3,655,900.00	$306,712.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Group 1-100%

Prefix 601-1065

LIME SECTION

PROJECT NO. I-80N-7(25)341

Railroad Protective Cost, UPRR

Full Flagging Crew for six months	(HQ Huntington)
Engineer Inspector for one year	(HQ Portland)

Engineer-Inspector 12 mo. @ $805		$ 9,660.00
Payroll Additives	33%	3,187.80
Personal Expenses & Equipment Rental		5,544.00
Total Cost Engr. Inspector		$18,391.00

Flagging Crew: Foreman @ $3.15 hr., Laborers @ $2.74 hr.

Foreman

S. T. 8 hr. days	26 wks.,	$3.15	$ 3,276.00
O. T. 2 hr. per day	26 wks.,	$4.725	1,228.50
			$ 4,504.50

Laborers

S. T. 8 hr. days	26 wks. x 2	$2.74	$ 5,699.20
O. T. 2 hr. day	26 wks. x 2	$4.11	2,137.20
			$ 7,836.40
Total Salary Flagging Crew			$12,340.90
Payroll Additives		33%	4,072.50
Total Flagging Cost			$16,413.40
Total RR Protective Cost			$34,805.20
State will pay up to - - - - - - - - - - - - - - - -			$35,000.00

Work by Union Pacific RR

Labor	$45,875.00
Material	14,555.00
Total	$60,430.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-31	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Baker
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	PROJECT NO. I-80N-7(25)341

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lime Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-26-68	3.690
OTHER *(Specify)*		

FUNDS Pro Reta 92.26

ESTIMATED TOTAL COST OF PROJECT $ 3,941,934	FEDERAL FUNDS $ 3,636,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By S L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer November 6, 1968

USCOMM-DC 26854-P66

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(25)341

LIME SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Project agreement estimate.

Salem, Oregon, October 25, 1968

Type Code 7221
Roadway (Sta. 620+50 to Sta. 815+85)(Contract No. 7185)

Furnish Field Laboratory Building	1	only	$ 500.00	$ 500.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Clearing and Grubbing	All	Required		284,925.00
Removal of Pavement	4,000	sq.yd.	0.25	1,000.00
Ditch Excavation, Unclassified	1,250	cu.yd.	2.00	2,500.00
General Excavation, Unclassified	1,843,000	cu.yd.	0.53	976,790.00
Overhaul	176,000	C-yd.sta.	0.10	17,600.00
Extra for Selected Subgrade Material	106,000	cu.yd.	0.15	15,900.00
Extra for Selected Rock Slope Protection Material	21,300	cu.yd.	1.05	22,365.00
Extra for Selected Rock Channel Protection Material	4,630	cu.yd.	2.00	9,260.00
Extra for Disposal of Excess Material	156,000	cu.yd.	0.01	1,560.00
Finishing Roadbed and Slopes	3.69	mile	500.00	1,845.00
Rounding Outbanks	4,000	lin.ft.	0.20	800.00
Trench Excavation	1,170	cu.yd.	4.00	4,680.00
Watering	25,700	M-gal.	3.00	77,100.00
Obliteration of Roadway	2,500	sq.yd.	0.20	500.00
Motor Grader	44	hour	20.00	880.00
Tractor and Dozer	44	hour	30.00	1,320.00
3/4" - 0 Material in Base	24,200	ton	1.60	38,720.00
Plant Mix Stone Base	113,300	ton	1.50	169,950.00
3/4" - 0 Aggregate in Prime Coat	210	cu.yd.	5.00	1,050.00
MC-250 Asphalt in Prime Coat	32	ton	65.00	2,080.00
Class B Asphalt Concrete Mixture	24,000	ton	5.25	126,000.00
Asphalt Cement in Mixture	1,320	ton	34.00	44,880.00
8-inch Reinforced Concrete Pavement	840	sq.yd.	6.00	5,040.00
8-inch Continuously Reinforced Concrete Pavement	101,500	sq.yd.	5.25	532,875.00
12-inch Reinforced Concrete Bridge End Panels	410	sq.yd.	20.00	8,200.00
Pavement Terminal Anchors	400	lin.ft.	20.00	8,000.00
Class A Concrete in Box Culvert	185	cu.yd.	74.00	13,690.00
Reinforcement in Box Culvert	31,000	lb.	0.16	4,960.00
Loose Riprap	160	cu.yd.	7.00	1,120.00
15-inch Culvert Pipe	140	lin.ft.	4.00	560.00
18-inch Culvert Pipe	530	lin.ft.	5.00	2,650.00
24-inch Culvert Pipe	530	lin.ft.	6.00	3,180.00
30-inch Culvert Pipe	100	lin.ft.	8.00	800.00
36-inch Culvert Pipe	1,060	lin.ft.	12.00	12,720.00

48-inch Culvert Pipe	300 lin.ft.	$ 16.00	$ 4,800.00
8-inch Perforated Drain Pipe	440 lin.ft.	3.00	1,320.00
Extra for Pipe under Railroad	All Required		20,000.00
18-inch Paved Culvert End Slopes	2 only	75.00	150.00
24-inch Paved Culvert End Slopes	3 only	100.00	300.00
36-inch Paved Culvert End Slopes	6 only	150.00	900.00
Vertical Alternate Flashing Beacon	1 only	300.00	300.00
Concrete Inlets, Type G2-M	4 only	200.00	800.00
Concrete End Pieces	1 only	150.00	150.00
Concrete Curbs	17 cu.yd.	50.00	850.00
Guide Posts, W-1	160 only	6.50	1,040.00
Guide Posts, Y-2	90 only	7.00	630.00
Type 2A Guard Rail	17,000 lin.ft.	3.40	57,800.00
Guard Rail Anchors	12 only	200.00	2,400.00
Guard Rail Bridge End Connections	8 only	125.00	1,000.00
Median Barrier	20,400 lin.ft.	4.80	97,920.00
Type 2 Barricade	880 lin.ft.	2.50	2,200.00
Portable Barricade	4 only	100.00	400.00
Salvaging Guard Rail	770 lin.ft.	1.00	770.00
Salvaging Median Barrier	650 lin.ft.	1.00	650.00
Salvaging Type 2 Barricade	1,300 lin.ft.	1.00	1,300.00
Type 2A Guard Rail, Salvaged Guard Rail	770 lin.ft.	3.00	2,310.00
Type 2A Guard Rail, Salvaged Type 2 Barricade	1,300 lin.ft.	3.00	3,900.00
Median Barrier, Salvaged Median Barrier	650 lin.ft.	3.00	1,950.00
Type 2 Fence	2,500 rod	8.00	20,000.00
16' Type 2 Single Gate	1 only	150.00	150.00
20' Type 2 Double Gate	1 only	200.00	200.00
Metal Snow Fence	1,500 lin.ft.	7.00	10,500.00
24' Cattle Guards	1 only	1,800.00	1,800.00
28' Cattle Guards	7 only	2,200.00	15,400.00
Roadside Seeding	48 acre	100.00	4,800.00
Roadside Mulching	48 acre	100.00	4,800.00
Grass Seed Mixture	960 lb.	1.00	960.00
Inorganic Fertilizer (22-16-8)	192 cwt.	10.00	1,920.00
Signing			
Sign Support Footings	All Required		1,500.00
Breakaway Sign Posts	All Required		5,000.00
Pipe Sign Posts	All Required		1,000.00
Single Sign Support	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,000.00
Type A and B Signs in Place	567 sq.ft.	7.00	3,969.00
Type C, D, and R Signs in Place	646 sq.ft.	4.00	2,584.00
Type E, F, and G Signs in Place	149 sq.ft.	5.00	745.00
Type P Signs in Place	32 sq.ft.	6.00	192.00
Thermoplastic Pavement Arrows	4 only	100.00	400.00
			$2,687,760.00

48-inch Culvert Pipe	300	lin.ft.	$ 16.00	$ 4,800.00
8-inch Perforated Drain Pipe	440	lin.ft.	3.00	1,320.00
Extra for Pipe under Railroad	All	Required		20,000.00
18-inch Paved Culvert End Slopes	2	only	75.00	150.00
24-inch Paved Culvert End Slopes	3	only	100.00	300.00
36-inch Paved Culvert End Slopes	6	only	150.00	900.00
Vertical Alternate Flashing Beacon	1	only	300.00	300.00
Concrete Inlets, Type G2-M	4	only	200.00	800.00
Concrete End Pieces	1	only	150.00	150.00
Concrete Curbs	17	cu.yd.	50.00	850.00
Guide Posts, W-1	160	only	6.50	1,040.00
Guide Posts, Y-2	90	only	7.00	630.00
Type 2A Guard Rail	17,000	lin.ft.	3.40	57,800.00
Guard Rail Anchors	12	only	200.00	2,400.00
Guard Rail Bridge End Connections	8	only	125.00	1,000.00
Median Barrier	20,400	lin.ft.	4.80	97,920.00
Type 2 Barricade	880	lin.ft.	2.50	2,200.00
Portable Barricade	4	only	100.00	400.00
Salvaging Guard Rail	770	lin.ft.	1.00	770.00
Salvaging Median Barrier	650	lin.ft.	1.00	650.00
Salvaging Type 2 Barricade	1,300	lin.ft.	1.00	1,300.00
Type 2A Guard Rail, Salvaged Guard Rail	770	lin.ft.	3.00	2,310.00
Type 2A Guard Rail, Salvaged Type 2 Barricade	1,300	lin.ft.	3.00	3,900.00
Median Barrier, Salvaged Median Barrier	650	lin.ft.	3.00	1,950.00
Type 2 Fence	2,500	rod	8.00	20,000.00
16' Type 2 Single Gate	1	only	150.00	150.00
20' Type 2 Double Gate	1	only	200.00	200.00
Metal Snow Fence	1,500	lin.ft.	7.00	10,500.00
24' Cattle Guards	1	only	1,800.00	1,800.00
28' Cattle Guards	7	only	2,200.00	15,400.00
Roadside Seeding	48	acre	100.00	4,800.00
Roadside Mulching	48	acre	100.00	4,800.00
Grass Seed Mixture	960	lb.	1.00	960.00
Inorganic Fertilizer (22-16-8)	192	cwt.	10.00	1,920.00
Signing				
Sign Support Footings	All	Required		1,500.00
Breakaway Sign Posts	All	Required		5,000.00
Pipe Sign Posts	All	Required		1,000.00
Single Sign Support	All	Required		1,000.00
Painted Wood Sign Posts	All	Required		1,000.00
Type A and B Signs in Place	567	sq.ft.	7.00	3,969.00
Type C, D, and R Signs in Place	646	sq.ft.	4.00	2,584.00
Type E, F, and G Signs in Place	149	sq.ft.	5.00	745.00
Type P Signs in Place	32	sq.ft.	6.00	192.00
Thermoplastic Pavement Arrows	4	only	100.00	400.00
				$2,687,760.00

Work by Union Pacific R.R.	All Required		$ 60,430.00
Railroad Protective Cost	All Required		35,000.00
Flagging (60% of Contractor's Cost)	All Required		5,000.00
			$ 100,430.00
	Subtotal		$2,788,190.00
	10% Engr. & Cont.*		278,319.00
	Total		$3,066,509.00

*Reduced in accordance with Par. 5c PPM 30-6 (project field offices.)

Type Code X321
Structure #:354 (Sta. 660+28.60 to Sta. 665+30.60)(Contract No. 7185)

Shoring, Cribbing, etc.	All	Required		$ 47,000.00
Structural Excavation	4,200	cu.yd.	$ 7.50	31,500.00
Structural Excavation Below Elevation Shown	200	cu.yd.	10.00	2,000.00
Furnish 10 BP 42 Steel Piling	2,945	lin.ft.	4.80	14,136.00
Drive Steel Piles	49	only	75.00	3,675.00
Splice Steel Piles	12	only	30.00	360.00
Class A Concrete (5,285 C.Y.)	All	Required		402,000.00
Metal Reinforcement (1,930,300 lb.)	All	Required		267,000.00
Metal Parapet Railing, Single Pipe	1,020	lin.ft.	7.50	7,650.00
Preparation of Slopes	1,050	sq.yd.	3.00	3,150.00
Slope Paving	1,050	sq.yd.	9.00	9,450.00
Berm Paving	750	sq.yd.	7.00	5,250.00
Slope Paving Curb	220	lin.ft.	3.00	660.00
8-inch Steel Drain Pipe	110	lin.ft.	3.00	330.00
6-inch Standard Steel Pipe	140	lin.ft.	12.00	1,680.00
	Subtotal			$ 795,841.00
	10% Engr. & Cont.			79,584.00
	Total			$ 875,425.00

Length of Roadway - - - -	3.603 Miles
Length of Structure - - -	0.087 Mile
Total Length	3.690 Miles

Cost of Roadway Per Mile- $851,098.80

Retained in Program Status

Slide Correction	All Required	$ 150,000.00
Striping (State Force)	All Required	1,000.00
	Subtotal	$ 151,000.00
	10% Engr. & Cont.	15,100.00
	Total	$ 166,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,066,509.00	$2,829,000.00	$237,509.00
Structure	875,425.00	807,000.00	68,425.00
Subtotal	$3,941,934.00	$3,636,000.00	$305,934.00
Retained in Program	$ 166,100.00	$ 153,000.00	$ 13,100.00
Total	$4,108,034.00	$3,789,000.00	$319,034.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

LIME SECTION

PROJECT NO. I-80N-7(25)341

Railroad Protective Cost, UPRR

Full flagging crew for six months (headquarters Huntington)
Engineer-Inspector for one year (headquarters Portland)

Engineer-Inspector 12 mos. @ $805	$ 9,660.00
Payroll additives 33%	3,187.80
Personal expenses and equipment rental	5,544.00
Total Cost Engineer-Inspector	$18,391.80

Flagging crew: Foreman @ $3.15 hour, Laborers @ $2.74 hour

Foreman

S.T. 8 hr. days, 26 weeks, $3.15	$ 3,276.00
O.T. 2 hr. per day, 26 weeks, $4.725	1,228.50
	$ 4,504.50

Laborers

S.T. 8 hr. days, 26 weeks x 2, $2.74	$ 5,699.20
O.T. 2 hr. day, 26 weeks x 2, 4.11	2,137.20
	$ 7,836.40

Total Salary Flagging Crew	$12,340.90
Payroll Additives 33%	4,072.50
Total Flagging Cost	$16,413.40
Total RR Protective Cost	$34,805.20
State will pay up to	$35,000.00

Work by Union Pacific R.R.

Labor	$45,875.00
Material	14,555.00
Total	$60,430.00

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7185

September 19, 1972

Mr. R. E. Westermann
Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

RE: Langley Cattle Claim
Weatherby-Lime Section

NOTED
A. E. JOHNSON

Dear Mr. Westermann:

In accordance with our recent phone conversation, I send you herewith a copy of an August 17 letter from H. B. Johnson, a Baker attorney, to our Assistant Region Engineer at LaGrande. Also attached is an August 21 acknowledgement to Mr. Johnson. I had earlier sent to you a copy of our comprehensive liability insurance carrier's August 14 notification to Mildred Langley declining her claim for cattle loss. Another copy is attached for your convenience.

It is the advice of our counsel that the defense of the claim should be tendered to you as general contractor. Your are advised if we are involved in a law suit the defense will be tendered to Gibbons and Reed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc A. E. Johnson
W. E. Schwartz

RECEIVED
SEP 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

September 12, 1972

Mr. John A. Bond
Construction Admin. Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Langley Cattle Claim
Weatherby-Lime Section

Dear John:

I return herewith the information submitted along with your letter of September 6, 1972, and would advise that you officially tender defense of this claim to the general contractor. This can be done by merely sending him a copy of Mr. Johnson's letter and advising the prime contractor that our carrier denies liability on the part of the State and that in the event of a law suit, the defense of the same will be tendered to the contractor.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:lc

Enclosures

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
SEP 13 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 21, 1972

Routing
Keasey — RECEIVED — Pease
Bond — AUG 23 1972 — Glenn
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Jackson & Johnson
Attorneys at Law
P. O. Box 885
Baker, Oregon 97814

Attention Mr. H. B. Johnson

Gentlemen:

RE: Langley Claim for Lost Cattle

Your letter of August 17, 1972 is being referred to our Construction office. The data relative to our meeting with Mildred E. Langley on December 16, 1971 and the data for our meeting with Mrs. Langley and the contractor's representatives on February 22, 1972 have been referred to the Salem office.

It would be appreciated if any further correspondence relative to this matter were addressed to Mr. C. T. Keasey, Construction Engineer, State Highway Building, Salem, Oregon 97310.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc C. T. Keasey

Langley

JACKSON & JOHNSON
ATTORNEYS AT LAW
1933 COURT STREET - P. O. BOX 885
BAKER, OREGON 97814

WILLIAM L. JACKSON
H. B. JOHNSON

TELEPHONE
JAckson 3-3634

August 17, 1972

☐ RE ☑ RCE ☐ RDE ☐ RTS
☐ RCE L
AUG 21 1972 ☐
☐ RDE
RECEIVED
REGIONAL OFFICE ☐

Mr. C. O. Fredrickson
Oregon State Highway Division
P. O, Box 850
La Grande, Oregon 97850

RE: Langley Claim for
Lost Cattle

Dear Mr. Fredrickson:

Some time ago, you had a meeting with Mrs. Langley in respect to some complaints she had in respect to lost animals and I was of the impression that subsequent to that meeting, you or one of your members of your organization would be in touch with me.

One bull was lost on railroad right of way and the information that I have would indicate that the bull was able to get on the railroad right of way because a State Highway survey party had made an opening in the fence.

Two other animals were able to get on the highway right of way because the contracor had failed to keep the fences up during the course of construction and she has lost another cow and calf, apparently from the direct effects of eating a mulch which contained seed and had been fertilized and which a large amount of this mulch had been dumped on one of her pastures. The animals showed symptoms of nitrate formaldehyde poisoning.

I understand that the State will probably take the position that some of the Langley losses were occasioned by contractors, however, it is my information that existing fences were removed after the beginning of construction and that no attempt was made to protect the area being worked from animals which had a right to graze in the nearby hills. This was a condition which was apparent to the engineers.

In any event, I would like to discuss the matter with you or one of your representatives, and in so doing, I would appreciate it if you would give me the names and addresses of the various contractors that were working in the area at this time on different phases of this particular project.

Yours very truly,

H. B. Johnson

HBJ/ln
cc: Mrs Mildred E. Langley

Routing
2 Keasey
1 Bond
3 Walker
Johnsen
RECEIVED
AUG 16 1972
CONSTRUCTION SECTION
6 Pease
Glenn
Litchfield
Berg

August 14,1972

Mildred E. Langley
Star Route
Huntington, Oregon 97907

Re:	Our Insured	:	State of Oregon
	Policy Number	:	19LO10053
	Date of Loss	:	October, 1971

Dear Mrs. Langley:

Pursuant to our communication dated April 25, 1972 we have completed our investigation involving the loss of certain livestock belonging to yourself.

While we sincerely regret that this loss occurred, our information indicates that the State of Oregon is not legally liable. Therefore, we are unable to consider your claim. If you have additional information which you feel will alter our position, please do not hesitate to make this information known.

Sincerely,

CHUBB/PACIFIC INDEMNITY GROUP

William R. Boyd
Claims Supervisor

WRB:bh

CC: Loftless Landscaping, Inc.
Oregon State Highway Division

8-16-72 Copies to:
Gibbons & Reed Co.
A. E. Johnson
W. E. Schwartz
per John Bond.
fw

5

RECEIVED
AUG 14 1972
FOR [illegible]

7185

K

3

August 14,1972

Mildred D. Langley
Star Route
Huntington, Oregon 97907

Re: Our Insured : State of Oregon
Policy Number : 19LO10053
Date of Loss : October, 1971

Dear Mrs. Langley:

Pursuant to our communication dated April 25, 1972 we have completed our investigation involving the loss of certain livestock belonging to yourself.

While we sincerely regret that this loss occurred, our information indicates that the State of Oregon is not legally liable. Therefore, we are unable to consider your claim. If you have additional information which you feel will alter our position, please do not hesitate to make this information known.

Sincerely,

CHUBB/PACIFIC INDEMNITY GROUP

William R. Boyd
Claims Supervisor

WRB:bh

CC: Hoftless Landscaping, Inc.
Oregon State Highway Division

NOTED
A. E. JOHNSON

RECEIVED
AUG 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

8-16-72 Copies to:
Gibbons & Reed Co.
A. E. Johnson
W. E. Schwartz
per John Bond.
fw

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINS, JR.

May 4, 1972

Mr. Floyd Query
Secretary, Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Re: Contract #7185,
Roy T. Houck Sons' Corporation
prime contractor, Lime Section
of Old Oregon Trail, Baker County,
Oregon

Dear Mr. Query:

In accordance with ORS 279.512, we, on behalf of our client, Stach Construction Co., hereby request that you furnish us with a certified copy of the prime contract and bond. If there are charges in connection with this, advise us and the charges will be promptly paid.

In accordance with the statute, the affidavit of Henry G. Stach is enclosed herewith.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By:

GAR/ec
Enc.

Kathi
please do
FQ

RECEIVED
MAY [illegible] - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Marion)

I, Henry J. Stach, being first duly sworn on oath depose and say:

That I am the president of Stach Construction Co., P. O. Box 730, Grants Pass, Oregon.

Stach Construction Co. holds a general subcontract executed October 24, 1968 for the performance of certain work and the furnishing of certain materials under Oregon State Highway contract No. 7185. That contract is for construction work on the Lime Section of the Old Oregon Trail in Baker County, Oregon. Roy L. Houck Sons Corporation is the prime contractor.

Said prime contractor is justly indebted to Stach Construction Co. on said general subcontract for labor and materials and other items supplied by Stach Construction Co. for the prosecution of the work in the following sums:

The contract balance and directly related items, $74,728.83 with six percent interest thereon from September 1, 1970.

Damage and expense in connection with the contract for delays and related matters, $187,602.68.

Neither the whole nor any part of said sums has been paid.

This affidavit is being made in compliance with ORS 279.515 and the secretary of the Oregon State Highway Commission is requested to furnish to Stach Construction Co. and its attorneys, Rhoten, Rhoten & Speerstra, Salem, Oregon, a certified copy of the prime contract and bond.

Henry J. Stach

Subscribed and sworn to before me May 3, 1972.

Norma J. McVey
Notary Public for Oregon
My commission expires July 27, 1974

RECEIVED
MAY 1 1972

FOR FILING

7185

Salem, Oregon
April 27, 1972

Weatherby-Lime Section
Langley Livestock Loss
Assignment 498-AEJ

Mr. C. T. Keasey
Construction Engineer

Attention Mr. John Bond

498
420

Returned is the Construction Section's file on the Mrs. Mildred E. Langley complaint regarding livestock killed by being hit by Union Pacific Railroad trains and by allegedly eating material that had been fertilized by our contractor.

Mr. Jack Sollis of our Legal Staff has forwarded copies of this file to our insurance carrier with all the pertinent information and the insurance carrier will contact Mrs. Langley.

I would suggest that you place this matter on a bring-up status and that if we do not hear of any results you contact Mr. Sollis for additional information.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc Tom Edwards
F. B. Klaboe
L. I. Lindas
Jack Sollis
W. E. Schwartz

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1972

SUBJECT: Weatherby-Lime Section
Langley Livestock Loss
Assignment 498-AEJ

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

In accordance with your assignment instructions, we have confirmed that the fertilizers used in the roadside seeding work was an ammonia-phosphate-potash formulation plus nitrogen derived from urea formaldehyde. In other words, the fertilizer contained the formaldehyde and nitrate which Veterinary Jackson discusses in his January 21 letter concerning the reasons for the cows death.

Since this is the first instance we had heard of alleged poisoning from our seeding and fertilizing work, we asked Landscape Engineer Olson to research the subject further. If there really were a hazard from this material, we should consider alternatives and alert our people to take more precautions. We now have the attached March 16 discussion from the Department of Veterinary Medicine at OSU. Our conclusion from all this is that it is remotely possible that the two Langley cows death was caused by our fertilizing work. This cannot be proven and the case against the State is circumstantial. If the livestock died from fertilizer, it is possible they got it elsewhere such as accidental access to stored fertilizer around a farm lot.

The waste area outside the access control fence which was fertilized amounted to 2.09 acres. This is State-owned, being part of a 5.7 acre parcel which is considered "excess". It was purchased from Storey but is surrounded on three sides by the Langley property.

I have discussed this matter with Chief Counsel Lindas. He points out that we should be careful about setting a poor precedent if we assume responsibility for this loss. However, he wished to study the file more carefully, but cannot do so until next week. With a copy of this letter, I am supplying him with a copy of the file.

F. D. Morgan
Construction Engineer

By Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc L. I. Lindas - w/enc.

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OSU

OREGON STATE UNIVERSITY
DEPARTMENT OF VETERINARY MEDICINE

CORVALLIS, OREGON 97331

March 16, 1972

Routing
Keasey RECEIVED Pease E
/ Bond MAR 21 1972 Glenn
Walker Litchfield
Johnsen CONSTRUCTION SECTION Berg

Mr. Roy E. Olson
Landscape Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Olson:

Dr. Smith and I discussed the problem you described in your letter of March 3 and he requested that I write you about the toxic potentials of the fertilizer you described. At an application rate of 400 pounds per acre of fertilizer, the crews would be applying 160 pounds of urea as the formaldehyde, 88 pounds of nitrogen (1/2 as urea), 64 pounds of phosphoric acid, and 32 pounds of potash.

Urea, nitrate and formaldehyde are considered to be moderately toxic in that 1/2 to 5 pounds of one of these compounds would be expected to kill a 900 pound cow. The problem, of course, is could an animal eat this much of the fertilizer in a single feeding of 3 to 4 hours? As these compounds are rather rapidly handled by the animal, the chronic toxic dose (say in several days) would be several times higher.

To obtain an acute toxic dose of the fertilizer, a cow would have to eat the spray destined for at least 220 square feet. I doubt that she could obtain this from the ground after the material had been properly applied. However, she may have gotten it from a spill of the spray, a discarded but not empty container, a pool on the ground, etc. The pertinent points here would be the dilution factor in water, the method and care of application and cleanup. The history of prior usage argues strongly for the safety of the product. Similarly, the occurrence in only one animal suggests that the problem may not be a severe one.

The problem of resolving this particular problem with its many variables and without precise data from the affected animal is great. Gross or histologic changes, or rumen contents for analytical investigation might have provided a clear cut answer. At this point in time, one could feed the fertilizer to an animal and determine what the toxic dose is under the conditions of use and then attempt to determine if the cow could have drunk that much.

NOTED
ROY OLSON

Based on the data available, I believe that it is more likely that the cow died from causes other than the fertilizer, unless she died in or near an area that was used for wash-up purposes. If proper washing and storage procedures were used, she should not have been able to obtain a toxic dose even under these circumstances.

Sincerely,

James R Harr

James R. Harr, DVM
Associate Professor
Veterinary Toxicologist

JRH:bj

cc: Dr. Dean H. Smith

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1972

SUBJECT:

To: John A. Bond
Construction Administration Engineer
Construction Section
212 State Highway Building

I have made inquiries concerning the claim in eastern Oregon where the death of a cow was attributed to high nitrogen or formaldehyde. This is the first claim I know of, and we have seeded and mulched hundreds of acres of roadsides using the same formulation of fertilizer.

I contacted Dr. Dean Smith of the Veterinary Diagnostic Clinic of Oregon State University. He said there were so many things involved, and it would be difficult to determine without tests at the clinic. However, many farmers use the same formulation of fertilizer.

As a result of this claim, I am sending Dr. Smith a set of specifications giving the rate applied per acre, method of application, and formulation of 22-16-8 fertilizer. He will discuss this with other doctors at the clinic to determine if there have been cases attributed to fertilizer.

Roy E. Olson
Landscape Engineer

By Harold L. Spooner
Harold L. Spooner
Landscape Architect

vmt

Routing
2 Keasey K RECEIVED Pease E
1 Bond Glenn
Walker MAR 6 1972 Litchfield
Johnson CONSTRUCTION SECTION Berg

CON ONT 73 2/23/72 10/50 AM

JOHN BOND

REFERENCE TO WEATHERBY-LIME SECTION, LANGLEY CLAIM

FERTILIZER SUPPLIED FOR SUBJECT PROJECT ANALYSIS 22-16-8-2S WITH 800 POUNDS NITROFORM PER TON. CHEMICAL MAKEUP AS FOLLOWS.

SULPHATE OF AMMONIA	21-0-0
AMMONIUM PHOSPHATE	18-46-0
MURIATE OF PATASH	0-0-6T 16?
GYPSUM	
NITROFORM	38-0-0

ADDITIONAL DATA AVAILABLE THROUGH C. D. HIATT,S OFFICE IN ONTARIO AS REQUESTED.

C O FREDRICKSON
JM$^{17}_{88}$.

BOULDERS IN CHANNEL CHANGE

Scope - Under this specification the contractor shall furnish and place individual boulders in channel changes as indicated on the plans.

Material - The quality of the boulders shall be the same as that specified for loose riprap material in Section 714. The boulders shall each weigh a minimum of 2,000 pounds and have a minimum thickness of 2 feet.

Construction - The boulders shall be placed in channel changes generally as indicated on the plans and specifically as directed by the engineer.

Payment - Payment for the boulders will be made at the contract unit price per each for the item "Boulders in Channel Change" which price shall include all costs involved in furnishing and placing the boulders as specified.

SECTION 622 - CATTLE GUARDS

622.01 Scope - Cattle guards shall be constructed in conformance with the standard specifications.

SECTION 623 - GUIDE POSTS

623.01 Scope - Guide posts shall be furnished and installed in conformance with the standard specifications.

SECTION 681 - ROADSIDE SEEDING AND MULCHING

681.01 Scope - Roadside seeding and mulching shall be in conformance with the standard specifications supplemented and/or modified as follows:

681.11 Fertilizer - The fertilizer shall be a complete inorganic fertilizer of 22-16-8 formulation plus 2 parts sulfur, containing a minimum of 50% cold water insoluble nitrogen derived from a minimum of 800 lbs. of Urea Formaldehyde per ton of fertilizer with a minimum Activity Index (AI) of 50 as determined by the Association of Official Agricultural Chemists analytical methods. The contractor shall furnish a Certificate of Analysis from the supplier quoting the source of each fertilizer component. This fertilizer will be subject to a test by the State Department of Agriculture.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
FEB 18 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

La Grande, Oregon
February 14, 1972

SUBJECT:
Mildred E. Langley's Complaint
Livestock Killed

To:
Mr. Tom Edwards
State Highway Engineer

SALEM

On February 2, 1972, a meeting was held at Gibbons and Reed Company's office on the Weatherby-Lime Section to discuss a settlement of the subject complaint. In attendance were Mrs. Mildred E. Langley, Ivan Langley, Mr. Bob Adler and Rick McKonnell of Gibbons and Reed Company, and C. O. Fredrickson and C. D. Hiatt of the State Highway Division.

The contractor tentatively accepted responsibility for the loss of the cow which was hit on the highway on September 11, 1971. He did not feel that he was responsible for the bull which was hit by the train on November 26, 1970; and, since no one could establish how the bull broke his jaw late in April, 1971, he would not accept responsibility for this.

We are attaching a copy of a letter from Jerry W. Jackson, the veterinarian who examined the animals which were allegedly poisoned by the fertilizer on November 11, 1971. Mr. Adler and the Langleys established the location where these animals allegedly picked up this material and determined that it was left of engineers station 495. The area in question is State property where material was wasted, and is outside the access control line fence. The FHWA requested that the slopes on this waste material be seeded and mulched. It is the contractor's contention that because this area is behind the fence and outside his normal work area, neither he nor his subcontractor are responsible for damages to livestock eating the material. Mrs. Langley had stated that this material had been left in piles on the ground, but we could not establish that the piles were large or that the subcontractor was negligent.

It appears that the contractor is willing to accept responsibility for the one animal only. Because of the circumstances surrounding the bull killed by the train and the bull with the broken jaw, we do not feel that he could be held legally liable, and that the owner should

FBK
R/d

attempt to collect from the Union Pacific Railroad for the one and accept the loss on the other. The two animals poisoned by fertilizer--if we are willing to accept the fact that this was what killed them--were damaged on our property and by work which we requested the contractor to do. We recommend that the State accept this liability and pay for these animals to the extent of $350 for the cow and $300 for the calf.

Please advise this office if any additional investigation is required and what your decisions are as to liability for the other animals.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh
Attachments

cc John Bond w/attach
C. D. Hiatt

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

January 21, 1972

Bard Johnson
Attorney
Baker. Oregon

Dear Mr. Johnson:

On November 11, 1971, I posted two animals for Mrs. Mildred Langley of Huntington. One was a Black & White 750-850 lb. steer, and the other was a large Hereford Cow.

The steer and the cow were in good flesh and in my opinion died of poisoning. They both died quickly with no apparent struggle.

Post-mortem lesions of the steer revealed a bloody diarrhea, hemorrhagic enteritis, and an intussusception (probably caused by the enteritis. These lesions are sometimes seen with Nitrate Poisoning.

The cow showed no gross lesions, except peticheal hemorrhages in the kidneys. (Sometimes with Nitrate Poisoning no gross lesions are found.

The steer and the cow both had easy access to the highway and to areas where they were spraying fertilizer and mulch on the hillside. Many foot prints of some cattle were seen in this area.

I understand that there was quite a bit of Formaldahyde in the mixture of the fertilizer they were using. This with a combination of the Nitrate could be quite poisonous, especially if they found a small pile of spilled fertilizer in the area.

Lab samples were indefinite as to a diagnosis of the cause of death, but I believe it was Nitrate and/or Formaldahyde Poisoning from the fertilizer.

If I can be of any further help, please contact me.

Sincerely,

JW Jackson

Jerry W. Jackson, D.V.M.
Weiser Veterinary Clinic

STATE COPY

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 17 4-11-72	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 4/11/72	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(25)341
COMPLETION DATE April 21, 1970	ACCEPTANCE DATE BY CONTRACT AGENCY July 3, 1970	TIME ELAPSED 121 %	CONTRACT TIME 270 CWD
APPROVED EXTENSIONS 29 CWD	LOCATION See below		

NOTED
A. E. JOHNSON

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

4-24-72

C4 Const Bridge 4-26-72

Al-Schwartz

LIME SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures and Signing

CC Young

The project begins at Sta. 620+50 about 1 mile northerly of ime, Oregon. From thence it proceeds southerly about 3.69 miles to Sta. 815+85 near the North Huntington Interchange.

The final project costs was $4,036,630.16, which is about 3.4% less than the State's total authorization for the project.

There were numerous overruns and underruns. These were satisfactorily accounted for in the Oregon State Highway Division's statement submitted to this office in correspondence dated April 4, 1972.

All of the materials and construction was in reasonable conformance to pertinent contract requirements as indicated by the test results with two exceptions. These were:

1. Low relative compaction on asphaltic concrete - adjustment in favor of State $89.50.
2. Thin PPC pavement - adjustment in favor of State $3660.

This office concurred in the final action on the above mentioned deficiencies.

The contractor was charged with 363 CWD to complete the contract work. This was 64 CWD more than allowed in the original contract plus the approved 29 CWD time extension. The contractor was penalized (300×64)=$19,200 for this overrun in time.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE R. E. Simpson Original Signed by R. E. Simpson	
TITLE Area Engineer	DATE 4/11/72	TITLE Division Engineer	DATE 4-18-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 19, 1972

Mr. Henry Stach
Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon 97526

RE: Lime Section
Contract No. 7185

Dear Mr. Stach:

In response to your January 4 and 6 letters and our earlier telephone conversation, I have checked on the status of the billing from Union Pacific Railroad for railroad protective costs on the above project. The bill which I mentioned on the phone has been analyzed and found to contain only charges on projects other than the Lime Section. We then checked with Union Pacific offices in Portland and learned that a further billing on the Lime Section is expected in late February. We therefore have nothing further in the way of railroad billings on this project from what you have already seen.

Herewith a copy of Price Agreement No. 27 covering the adjustment made on the State's participation in the railroad protective costs. Also attached is a copy of the last contract payment voucher, Post Final No. 23. This shows the effect of the two separate extensions of contract time which were granted after which 22 days liquidated damages remain in effect amounting to $6,600.

You will also note that after giving effect to the $6,500 adjustment covered by Price Agreement No. 27, the State still holds $53,500 of the contract earnings to cover the remaining railroad protective charges.

In accordance with your most recent phone request, I am sending a copy of this letter and the attachments direct to the Rhoten, Rhoten and Speerstra law firm.

Very truly yours,

NOTED
A. E. JOHNSON

Rec'd 1-19-72
4P.M ja

George A. Baldwin
Administrator of Highways

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc: Rhoten, Rhoten & Speerstra
Salem, Oregon

Roy L. Houck Sons' Corp.

bcc: George A. Baldwin
A. E. Johnson

Form E-123

RECEIVED

FOR FILING

I 111-7(25)-41

7185

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 10, 1972

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

F. B. KLABOE
NOTED

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlments recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange-Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

RECEIVED
DEC 30 1971
FOR FILING

I-80N-7(25)341

7185

December 28, 1971

420

Mrs. Mildred E. Langley
St. Route
Huntington, OR 97907

Dear Mrs. Langley:

I now have a report from our Regional Engineer concerning the loss of livestock as indicated in your October 12 letter.

The report indicates that there is not agreement as to the place where the bulls were being pastured and I also find that two additional animals died in November, allegedly due to failure of the contractor to provide the fencing as required under the terms of his contract.

I am asking our Regional Engineer to diligently pursue this matter with the contractor and his insurance carrier until a satisfactory settlement has been reached.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ms
cc R. L. Porter
A. E. Johnson
F. D. Morgan
H. S. Coulter - Get contractor, Insurance agent, and bull owners in conference and get a settlement.

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 21, 1971

SUBJECT:
Mildred E. Langley's Complaint
Livestock Killed

To:

Mr. Tom Edwards
Deputy State Highway Engineer

SALEM

The copy of your letter to Mildred E. Langley dated November 16, 1971 which was sent to this office included instructions to contact Mrs. Langley and report to your office. Mrs. Langley was contacted the morning of December 16, 1971, by Mr. Fredrickson, accompanied by J. W. Dixon of the Right of Way Section in La Grande. Present at this time, in addition to OSHD personnel, were Mildred Langley, her son Ivan, and Mrs. Margaret Farris, a friend of the Langley's. We met the Langleys at their house near Lime.

The Langleys' statements to us do not agree with the statements made by the contractor and reported to us by Mr. Thompson, resident engineer on the project. Mrs. Langley and her son state that the cattle were being held on the east side of the highway, that they crossed the highway, and that the bull which was hit by the train entered the railroad right of way from the easterly (highway) side. They questioned why the right of way fences had not been constructed by our contractor. This was discussed with Bill Tison, former assistant resident engineer on the project, and he stated that the contractor was waiting until the shaping of various areas was complete before fencing was done. So far as we could determine, no temporary fencing was installed to help the ranchers control the livestock.

On December 21, 1971, we spoke to Mr. Bob Adler, superintendent for Gibbons and Reed Company, contractor on the Weatherby-Lime Section, relative to the livestock losses. He contended that the bulls in question were grazing west of the railroad tracks and that they had broken through the railroad fence.

In addition to the losses specified in Mrs. Langley's letter of October 12, 1971, two additional animals (a cow and a calf) died early in November. These animals allegedly ate fertilizer being applied by one of the subcontractors on the project. A copy of a statement from the veterinarian called in by the Langleys will be forwarded to this office.

NOTED
TOM EDWARDS

SP*82475-734

It is the opinion of this office, based on the above information, that the contractor has not complied with Section 107.13 of the Standard Specifications pertaining to fencing and protection of stock and, for this reason, should be liable for the losses incurred--except, possibly, for the bulls if it can be established that they were grazing away from the highway.

Please advise this office if further investigation is required.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc E. S. Thompson
F. D. Morgan

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1971
FOR FILING

November 16, 1971

Mrs. Mildred E. Langley
St. Route
Huntington, OR 97907

42°

Dear Mrs. Langley:

Your recent letter of October 12 regarding some of your stock which was killed on the highway in the vicinity of Lime, Oregon has been investigated in the field by the Project Engineer.

His investigation reveals that the animals escaped through the westerly railroad fence or beneath a railroad structure in this vicinity. He states that the railroad fence was down or in poor condition prior to State construction work.

Contractors working on State projects are obligated to protect the work area so that no harm shall come to stock that may be grazing adjacent thereto only insofar as any fences which he must remove shall be immediately replaced.

The Regional Engineer from LaGrande will contact you in a few days regarding your complaint and will review with you any additional facts you may wish to present.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
A. E. Johnson
F. D. Morgan
H. S. Coulter (enc.) Please contact and report. This should be someone other than the project engineer.

FDM:fr/TE:ja

REFERRED TO
Admin
BY SECRETARY

Huntington, Oregon
Oct. 12, 1971

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:

Im writing in regards to stock that has been killed on highway account of the Construction work at Lime, Oregon; due to taking out my fences the very beginning of the Construction and still they have not put back the fences. This is the stretch of road that Gibbons and Reed have.

On Nov. 24 a year ago- my son Ivan had his registered White face Bull killed by a freight train. Do to all the fences being taken down- Then one of my registered white face Bulls was hit in the Quarry and broke his jaw, which will never be any good; because he

can not eat right. No fence -
He was hit sometime the last
part of April

A brood cow was hit & killed
on highway Sept. 11. No fence -

$1050 for Ivan's registered Bull
$1100 for my two -
$2150

I would like to have this
settled as we need to replace
those Bull.

Thank you
Mildred E. Langley
St. Rt.
Huntington, Ore. 97907

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1971
FOR FILING

I-80N-7(25)341
7185

October 26, 1971

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A third post-final payment for $6,900 will be made to Roy L. Houck Sons' Corporation on Contract No. 7185 for work on the Lime Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,475,809.65 including the post-final payment. Of the total $66,494.10 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Roy L. Houck Sons' Corporation
P. O. Box 7381
Salem, Oregon 97308

Updegraff Insurance, Inc.
776 Commercial St., SE
Salem, Oregon 97301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
SEP 2? 1971

FOR FILING

I-80N-7(25)341
7185

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 24, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(25)341
Lime Section
Old Oregon Trail Highway

Mr. Johnson's September 16 letter submitted information on the contractor's claim for additional participation in railroad protective costs. Your proposed lump sum settlement of $6500 for this claim is adequately supported and Federal participation is approved.

9-28-71
cy to Morgan

NOTED
TOM EDWARDS

RECEIVED
SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1971

FOR FILING

I-80N-7(25)341

7185

September 16, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Project No. I-80N-7(25)341
Lime Section
Contract No. 7185

The contractor on the subject project made a claim in the amount of $10,852.54 for reimbursement of certain railroad protective costs. The basis for seeking this reimbursement was directly related to the two time extensions which were granted on this project. A total of 71 days' time extension was given and certain railroad protective costs accrued during this same time.

Since the total railroad protective charges overran from the amount that the State absorbed under the contract (about $95,000 versus $35,000 State limit specified), the contractor looks to the State to absorb some additional charges since these charges accrued throughout the contract time and certain railroad crossing flagging is directly related to one part of the time extension. The time extension had the concurrence of the Federal Highway Administration.

We have analysed the claim, negotiated with the contractor, and arrived at a proposed lump settlement in the amount of $6,500, which the contractor would accept as complete and final settlement of all claims (no interest) and which can be justified as a proper adjustment. Basically, the settlement consists of three components:

1. Seventy-one days' time for the railroad Engineer-Inspector. He was on the job right up until two days after the final completion date. Presumably, if the job had been finished 71 days earlier, these charges would have stopped that much sooner. This item amounts to about $57.65 per day or: $4,093.15

2. One of the reasons for the last time extension was the significant overrun of excavation from the so-called "railroad cut." The plan bracket of 10,868 yards actually turned out to be more like 96,000 yards. This excavation was done in May and June 1969, mostly by loader at lower rates of production immediately adjacent to the railroad tracks and then had to be moved in the hauling vehicles across the nearby haul road crossing. All of this required the presence of the four-man railroad flagging crew.

Upon close analysis of the project records, the two weeks' time we allowed for this overrun appears low. The exact time associated with the overrun cannot be derived. It involved extra pioneering work which was done concurrently with the rest of the excavation in the vicinity and also a larger area for finishing along the railroad. The exact basis for comparing the plan volume is also subject to some interpretation. The contractor based his claim only on a 42,000 cubic yard "railroad cut." In analyzing this claim, we assign three weeks of the railroad flagging charges to the quantity overrun which would amount to approximately $942.87 per week for the four-man railroad crew or: $2,828.61

3. Because the project overran in time, the contractor also had to extend his railroad protective insurance in April, 1970, at an added premium cost of: $ 153.57

The above items total: $7,075.33

Attached is documentary material including a time chart, typical flagging crew cost, three semi-monthly railroad cost reports, and Resident Engineer diary records for May and June of 1969.

We ask your concurrence and participation in the $6,500 lump sum adjustment. Actually, no payment would be made to the contractor. The adjustment will merely increase the State railroad participation by $6,500, making it $41,500 and with less deduction from the contractor for the railroad protective overrun accordingly.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 9, 1971

SUBJECT: Lime Section
Contract No. 7185

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Roy L. Houck Sons' Corporation, contractor on this project, made a claim in the amount of $10,852.54 for reimbursement of certain railroad protective costs. The basis for seeking this reimbursement was directly related to the two time extensions which were granted on this project. A total of 71 days time extension was given and certain railroad protective costs accrued during this same time. Since the total railroad protective charges overran from the amount that the State absorbed under the contract (about $95,000 versus $35,000 State limit specified), the contractor very logically, and I believe properly, looks to the State to absorb some additional charges since these charges accrued throughout the contract time and certain railroad crossing flagging is directly related to one part of the time extension.

After some research into the project records and the railroad charges, we met last Friday with a Houck Company representative and arrived at a proposed lump sum settlement in the amount of $6,500 which the contractor would accept as complete and final settlement of all claims (no interest) and which I believe we can justify as aproper adjustment. Basically, this settlement consists of three components:

1. Seventy-one days time for the railroad Engineer-Inspector. He was on the job right up until two days after the final completion date. Presumably, if the job had been finished 71 days earlier, these charges would have stopped that much sooner. This item amounts to about $57.65 per days or: $ 4,093.15

2. One of the reasons for the last time extension was the significant overrun of excavation from the so-called "railroad cut". The plan bracket of 10,868 yards actually turned out to be more like 96,000 yards. This excavation was done mostly by loader at lower rates of production immediately adjacent to the railroad tracks and then had to be moved in the hauling vehicles across the nearby haul road

crossing. All of this required the presence of the four-man railroad flagging crew. Upon close analysis of the project records, the two weeks time we allowed for this overrun appears low. The exact time associated with the overrun cannot be derived. It involved extra pioneering work which was done concurrently with the rest of the excavation in the vicinity and also a larger area for finishing along the railroad. The exact basis for comparing the plan volume is also subject to some interpretation. The contractor based his claim only on a 42,000 cubic yard "railroad cut". In analysing this claim, we assign three weeks of the railroad flagging charges to the quantity overrun which would amount to approximately $942.87 per week for the 4-man railroad crew or $2,828.61

3. Because the project overran in time, the contractor also had to extend his railroad protective insurance at an added premium cost of $ 153.57

The above items total $7,075.33

The above basis is really in the State's favor. It overlooks the fact that the time extension days subtracted off of the completion date goes into the winter dormant period. In our negotiations, we were able to keep this winter dormant period completely out of the railroad considerations even though railroad charges accrued continuously all through the dormant period. It also does not recognize any separate delaying effect on the structure work over the railroad in the same vicinity as the "railroad cut".

Since this proposed settlement exceeds $5,000, I assume it will have to go to the Claims Review Board and the Highway Commission. I further assume it should go to the Federal Highway Administration first. A suggested letter for that purpose is enclosed along with the material documenting derivation of the adjustment. An informal contact with the Area Engineer indicates likely approval.

Actually, no payment would be made to the contractor. The adjustment will merely increase the State railroad participation by $6,500, making it $41,500 and with less deduction from the contractor for the railroad protective overrun accordingly.

F. D. Morgan
Construction Engineer

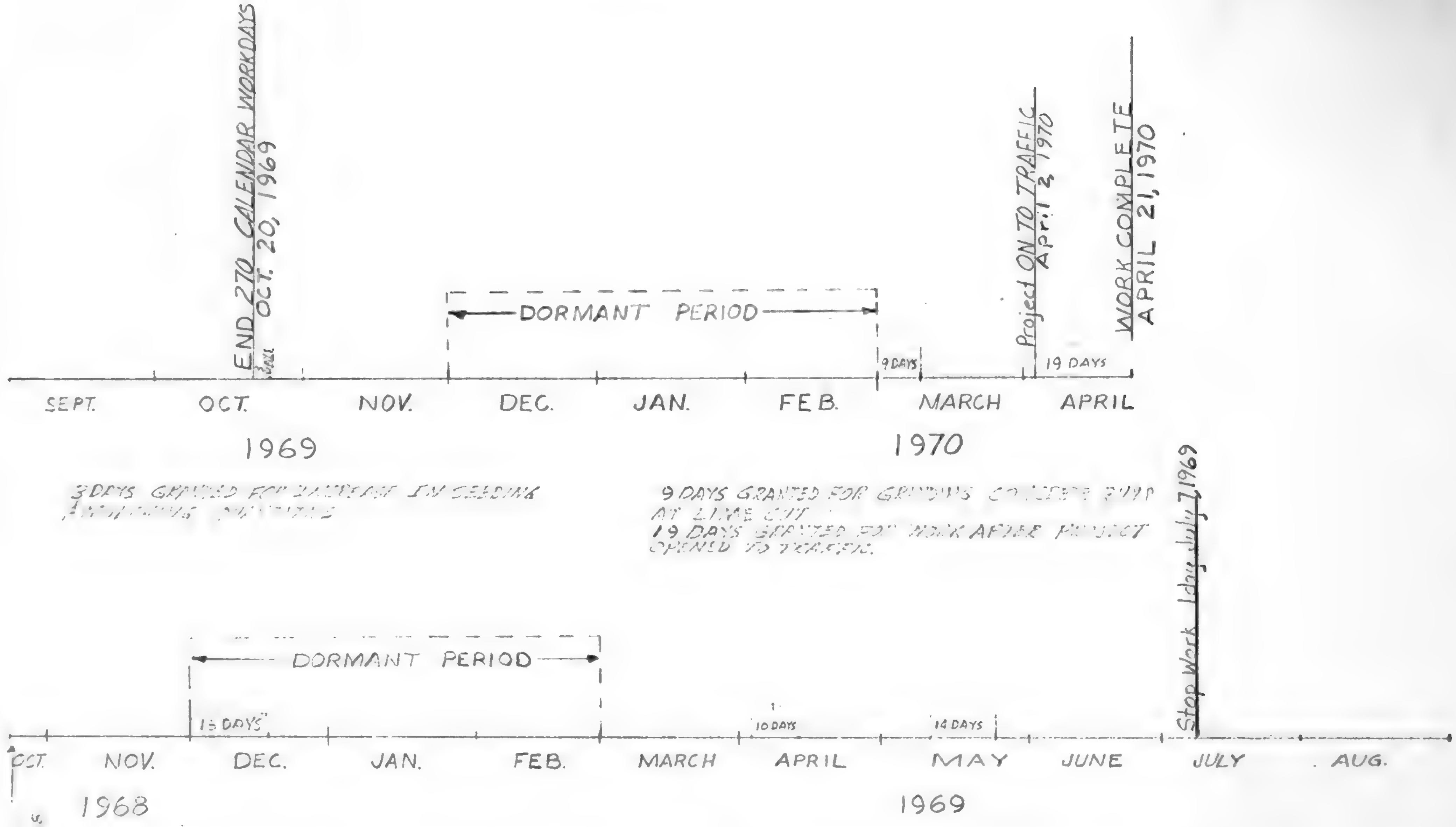
By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
SEP 13 '71
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.

LIME SECTION
CONTRACT 7185
TIME CHART



3 DAYS GRANTED FOR [illegible] IN SEEDING
[illegible]

9 DAYS GRANTED FOR [illegible] CONCRETE PUMP
AT LIME CUT
19 DAYS GRANTED FOR WORK AFTER PROJECT
OPENED TO TRAFFIC.

16 DAYS GRANTED DUE TO RAILROAD RELOCATION
OF FACILITIES DELAY

10 DAYS GRANTED DUE TO OVERRUN IN FOUNDATION EMBANKMENT
EXCAVATION COVERED BY [illegible] NO. 5
14 DAYS GRANTED FOR OVERRUN OF RAILROAD CUT EXCAVATION

29 DAY TIME EXTENSION GRANTED MARCH 17, 1970
42 DAY TIME EXTENSION GRANTED NOVEMBER 24, 1970
TOTAL DAYS ALLOWED UNDER CONTRACT - 270 CALENDAR WORKDAYS

9-9-71

9-8-71

Lima Section - Contract 7185

Typical weekly charges for railroad flagging crew.
(Working 1 shift per day; 9½ hours per shift for 5 days)

Labor:

Flagging Foreman	47½ hours @ 4.70 / hour	- $ 223.25	
Flagging Crew (3 men)	142½ hours @ 3.06 / hour	- 436.05	
		(659.30)	
Payroll additives (33% of 659.30)		217.57	
Total Labor Costs			$ 876.87

Equipment:

Carryall	5 days @ 8.00 / day	- $ 40.00	
	260 miles @ 0.10 / mile	26.00	
Total Equipment Costs			$ 66.00

Total Weekly Charges $ 942.87

Jane.

TO

JOHN BOND
ADMINISTRATIVE ASSISTANT
OREGON STATE HIGHWAY DIVISION

FROM

JIM [illegible]

SUBJECT: [illegible] [illegible] 7185

FOLD HERE

DATE

MESSAGE

JOHN,

ENCLOSED IS COPY OF THE R.R. PROTECTIVE INSURANCE POLICY EXTENSION WE DISCUSSED AT MEETING ON LAST FRIDAY

SINCERELY

ENCLOSURE:

Routing
Decker
Bond
Litchfield

RECEIVED
SEP 9 1971
CONSTRUCTION DIVISION

SIGNED

DATE

REPLY

SIGNED

ABC/PRINTERS/SALEM/OREGON

No carbon required. Retain bottom copy for file.
Copy 2 will be returned with reply.

April 13, 1970

HOUCK, ROY L. SONS' CORP.
P. O. Box 671
Salem, Oregon   N 8050

ACCOUNTS RECEIVABLE

						REMARKS	
24-173	7/1/70	153	57	-0-		10496	1
							2
							3
							4
							5
							6

MORTGAGEE:
COMPANY: ~~XLXLXLXLXLXLXLXLXL~~ Rathbone King and Seeley   7

POLICY NO.	POLICY TERM	EFFECTIVE DATE	RENEWAL DATE	CO	CL	TR		REF. NO.
[illegible] No. 77260	15 days	4/15/70	5/1/70	08	99	20	No 6702	

DESCRIPTION OF COVERAGE		AMOUNT	PREMIUM
RAILROAD PROTECTIVE LIABILITY POLICY	A00		150.00
Oregon Washington Railroad and Navigation Co. and	000		3.57
Its Lessee the Union Pacific R. R. Co.			153.57
Oregon State Highway Contract # 7185			
Grading, Paving, STructures and signing Line			
Section Old Oregon Trail Highway, Baker			

AGCY.	PROD.		DATE	PREMIUM	DATE	PREMIUM	DATE	PREMIUM
		IMPORTANT: ☐ INSTALLMENTS ARE DUE AND PAYABLE →						

AAA 02131 RN CO.

Posted

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950

March 2, 1971

Routing
RECEIVED
MAR 3 1971
CONSTRUCTION
DIVISION

Mr. John Bond
Administrative Assistant
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Railroad Protective Services--Lime Project No. 7185

Dear Sir:

The Oregon Highway Commission has granted the Roy L. Houck Sons' Corporation a time extension of 71 days for the Lime Project, Contract No. 7185.

In previous discussions with you and Mr. E. S. Thompson, Resident Engineer for the Lime project, we discussed a potential area of inequity to the contractor because of recognized delay to the job and the necessary extension of Railroad Protective Services.

We, therefore, request the following reimbursement of Railroad Protective Service in addition to the $35,000.00 as established by the contract for the reimbursible portion of these costs:

1. Railroad Inspector--Labor and Expenses Costs:
   On Page 11 of the Special Provisions, Paragraph 2, it states the contractor compute his total protective cost based on his construction schedule and actual services and devices required by the railroad. These costs were then included in the various bid items. The contractor had no way to anticipate differing site conditions which would cause 71 days of delay to his schedule.

   The original amount of the Lime contract was $3,483,601.00 as per item schedule. Final contract amount was $3,469,309.65, a decrease in actual earnings from the amount as based by contract. We, therefore, have no way to recover the costs incurred for maintaining the Inspector-Engineer for the 71 days of delay created by different conditions on the job and recognized by the Highway Department in their granting of time extension.

We request that reimbursement to cover costs incurred, not recoverable by contract pay items, as follows:

Cost Estimate using rates as found on Page 10 of Special Provisions.

Engineer-Inspector $805.00/mon. ÷ 22 days = $36.60
33% for payroll additions 36.60 x 33% = 12.08
Estimated Expense @ 22.00/day = 22.00
$70.68

Total Incurred Cost 71 days @ 70.68 = $5,018.28

2. Direct Flagging for Excavation at Station 665

The increased flagging cost of excavation quantities, as represented on plan sheet #5 and labeled, 10,638 c.y. Railroad Cut, with respect to the flagging cost for all the general excavation on the project, has created an unbalance of flagging cost that cannot be recovered by the total increase of the general excavation item. This differing site condition is the basis for which we request additional compensation for costs incurred.

Costs as computed by Railroad Company's bill dated June 10, 1970:

April 1969 5,747.74
May 1969 3,198.33 $8,946.07

33.11% x 8946.07 = 2,960.02

Excise Tax $\frac{8946.07}{42705.30} \times 250.58$ = 52.50

Per Diem $\frac{8946.07}{42705.30} \times 1148.50$ = 240.61

Eq. Rental April 1969 162.30
May 1969 371.00 533.30
$12,732.50

1/3 of Flagging Stach requirement
Stach 1/3 12,732.50 = $4,201.73
Houck 2/3 12,732.50 = $8,530.77

Correction for Cut over run quantities
Quantity as shown 10,638 c.y.
Final Quantity 42,000 c.y.

Flagging Cost without Recovery $\frac{31,362}{42,000} \times \$8,530.77$ = $6,372.49

Correction for Total Quantity Adjustment

As Bid 1,843,000 c.y. Gen. Exc.
Final Quantity 1,992,123 c.y.
Equals 10.8% over run in Excavation item
10.8% x 6,372.49 = $ 688.23

$6,372.49
− 688.23

Total of incurred Flagging Cost $5,684.26

3. Rail Protective Insurance:
   Effective railroad protective policy had to be extended on this project 2 weeks at cost of $150.00. The extension of this policy would not have been necessary for this project except for the increased time involved due to reasons so granted by the time extension on this contract. Total incurred cost $150.00

Hopefully the Highway Department will investigate our differences for this project at this time, even though final railroad billing may be in the distant future.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

By__________________________

cc: E. S. Thompson
    Resident Engineer

D [illegible] D
MAR 8 - 1971

FILING

I-80N-7(25)341
7185

March 5, 1971

Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon

Re: Old Oregon Trail
Lime Section
OSHD Contract 7185

Dear Sir:

In reply to your letter of February 27, 1971, we feel after waiting one year for action on this contract, which should have been paid on completion, we are certainly not interested in reducing the amount previously billed to your company $ 1,550.00 plus $ 672.00 total $ 2,222.00.

The contract reads: One coat of paint underneath flat bottom of overpass.

After more than 1/3 of this work was completed YOUR paint was turned down by the State Engineer, and at that time, we were authorized by Mr. Stach and Mr. Pierre, to re-do this portion.
There was no additional charge in this price for us showing up on the job three different times, 70 miles round trip, at the request of your company, only to find your paint order was not in.

Gentlemen, we have no intention of waiting beyond March15, 1971 for this money.
At this time we will turn this bill over to our attorney for collection, plus interest and attorney fees.

Sincerely,

Sullivan Construction Co.

Robert E. Sullivan
Robert E. Sullivan

Cu ✓

RECEIVED
MAR 8 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

Copy to: Commissioner of Insurance, State of Oregon
Mr. Floyd Query, Secretary; Oregon State Highway Comm.
Roy L. Houck Sons Corporation, Portland, Oregon
The Aetna Casualty & Surety Company, Portland, Oregon
St. Paul Fire & Marine Insurance Company
Henry-Rust & Co., Boise, Idaho

RECEIVED
MAR 8 - 1971
OREGON [illegible]
STATE HIGHWAY COMMISSION

STACH CONSTRUCTION CO., INC.
P.O. Box 720
Grants Pass, Oregon

February 27, 1971

Sullivan Construction Co.
515 S. W. 11th Street
Ontario, Oregon 97914

Re: Old Oregon Trail
Lime Section
OSHD Contract 7185

Gentlemen:

Mr. J. M. Hemer, Regional Bond Claims Supt. of the St. Paul Insurance Companies, has informed us that our account with you has not been finalized.

In going over this account again with Mr. Stach and our superintendent Bob Pierre, they seem to feel that the original amount of the contract, $ 1,550.00 is completely justified but that the additional amount of $ 872,00 is excessive. Mr. Stach feels that this amount should be $400.00.

The Bonding Company is authorized to pay the contract amount of $ 1,550.00 and the additional amount of $ 400.00. Your response to the proposal would be appreciated.

Very truly yours,

STACH CONSTRUCTION CO., INC.

George F. Francisco Gen Mgr

RECEIVED
MAR 8 - 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 22 1971

FOR FILING

I-80N-7(25)341
7185

February 19, 1971

The Aetna Casualty & Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

Day before yesterday I received a phone call from Sullivan Construction Company concerning a claim which they have against Roy L. Houck Sons' Corporation on Contract No. 7185.

Our contract record of claims shows that the claim was filed with us May 27, 1970 for $672, plus $1,550, and your company was notified.

Mr. Sullivan states that he is hard-pressed for funds, and I told him that I would bring the matter to your attention.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

RECEIVED
FEB 23 1971
FOR FILING

I-80N-7(25)341
7185

HENRY-RUST & CO. *Contract Bonds · Industrial Insurance*

February 18, 1971

St. Paul Fire & Marine Insurance Company
200 Mills Building
San Francisco, California 94106

Attention: Mr. J. M. Homer

Re: Claim No. 36 A 800273

Dear Mr. Homer:

You will find attached a properly executed Release and Assignment dated August 6, 1970. This Release and Assignment, prepared on your form, has been executed by Mr. Robert E. Sullivan, owner of Sullivan Construction Co. of Ontario, Oregon as claimant. In this instance, your Company acted as surety for Stach Construction Co. of Grants Pass, Oregon who was performing a subcontract to Roy L. Houck Sons Corporation on a State Highway project in Oregon.

The purpose of this letter, Sir, is to inform you that our client, Robert E. Sullivan, expects payment from you as surety by virtue of his executing the Release and Assignment and, furthermore, if payment is not received within ten (10) days after receipt hereof, then legal action shall be instituted against your company for the collection together with interest and attorney's fees as provided for in the statutes of the State of Oregon.

Naturally, as a responsible surety, you are expected to respond quickly to avoid further embarrassment to the general surety industry.

Yours very truly,

Martin W. Rust II

NOTED
FLOYD QUERY

MWR/dd
Enc.
copy to: Commissioner of Insurance, State of Oregon
Mr. Floyd Query, Secretary; Oregon State Highway Commission
Roy L. Houck Sons Corporation, Portland, Oregon
The Aetna Casualty & Surety Company, Portland, Oregon
Robert E. Sullivan, Ontario, Oregon

PHONE (208) 344-3501 / P. O. BOX 8003 / BOISE, IDAHO 83707

RECEIVED
FEB 22 1971
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 7136 Ends with: Contract # 7185 folder #3

FLASH CARDS: Begin Each Contract

Remarks: # 7136 continues from reel 136
7185 folder #3 continues on reel 138

Reel No. 137 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 15th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm